

**2002**

**Virginia Department of Transportation**

**Daily Traffic Volume Estimates**

**Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**81**

Rockbridge County  
City of Buena Vista  
City of Lexington  
Town of Glasgow  
Town of Goshen

Prepared By

**Virginia Department of Transportation**

**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**

**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

### Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wye - Wye Route connector
























P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Rockbridge Maintenance Area



















| Route  | Length            | AADT  | QA   | 4Tire | Bus | Truck-----                                   |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year |
|--|-------------------|-------|------|-------|-----|--|--------|--------|--------|----|--------------|----|---------------|-------|----|------|
|  |                   |       |      |       |     | 2Axle  | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |      |
| Rockbridge County  |                   |       |      |       |     |  |        |        |        |    |              |    |               |       |    |      |
|    | 1.95              |       |      |       |     | From: IS-00081-N(B)/JB-81-11/BOTETOURT -     |        |        |        |    |              |    |               |       |    |      |
|  | Combined Traffic: | 30000 | G    | 63%   | 1%  | 2%   | 1%     | 32%    | 3%     | F  | 0.064        | F  | 0.503         | 29000 | G  |      |
| See I-81 for directional traffic volume estimates for this segment.                |                   |       |      |       |     |  |        |        |        |    |              |    |               |       |    |      |
|    | 1.73              | 2100  | G    | 92%   | 1%  | 3%   | 2%     | 3%     | 0%     | F  | 0.094        | F  | 0.505         | 2100  | G  | 2002 |
|  |                   |       |      |       |     | To: IS-00081-N(B)/IS-00081-N175A(L)/TO RT 11 |        |        |        |    |              |    |               |       |    |      |
|    | 3.47              | 2500  | G    | 92%   | 1%  | 3%   | 2%     | 3%     | 0%     | F  | 0.089        | F  | 0.507         | 2600  | G  | 2002 |
|  |                   |       |      |       |     | From: SR 130 Natural Bridge                  |        |        |        |    |              |    |               |       |    |      |
|    | 8.45              | 3200  | G    | 94%   | 1%  | 2%   | 1%     | 1%     | 0%     | F  | 0.091        | F  | 0.585         | 3300  | G  | 2002 |
|  |                   |       |      |       |     | To: I-81 North of Natural Bridge             |        |        |        |    |              |    |               |       |    |      |
|    | 1.02              | 7100  | G    | 94%   | 1%  | 2%   | 1%     | 1%     | 0%     | F  | 0.09         | F  | 0.536         | 7200  | G  | 2002 |
|  |                   |       |      |       |     | From: BUS US 11                              |        |        |        |    |              |    |               |       |    |      |
|    | 0.32              | 7100  | N    | 94%   | 1%  | 2%   | 1%     | 1%     | 0%     | N  | 0.09         | N  | 0.536         | 7200  | N  | 2002 |
|  |                   |       |      |       |     | From: US 60                                  |        |        |        |    |              |    |               |       |    |      |
|  |                   |       |      |       |     | To: SCL Lexington                            |        |        |        |    |              |    |               |       |    |      |
| City of Lexington  |                   |       |      |       |     |  |        |        |        |    |              |    |               |       |    |      |
|    | 0.59              | 9400  | G    | 93%   | 1%  | 3%   | 2%     | 1%     | 0%     | C  | 0.09         | F  | 0.518         | 9800  | G  | 2002 |
|  |                   |       |      |       |     | From: SCL Lexington                          |        |        |        |    |              |    |               |       |    |      |
|    | 0.04              | 9400  | G    | 93%   | 1%  | 3%   | 2%     | 1%     | 0%     | F  | 0.088        | F  | 0.515         | 9800  | G  | 2002 |
|  |                   |       |      |       |     | To: Main St                                  |        |        |        |    |              |    |               |       |    |      |
|    | 0.08              | 17000 | G    | 95%   | 1%  | 3%   | 1%     | 1%     | 0%     | F  | 0.092        | F  | 0.52          | 18000 | G  | 2002 |
|  |                   |       |      |       |     | From: Bus US 11                              |        |        |        |    |              |    |               |       |    |      |
|  |                   |       |      |       |     | To: NCL Lexington                            |        |        |        |    |              |    |               |       |    |      |
| Rockbridge County  |                   |       |      |       |     |  |        |        |        |    |              |    |               |       |    |      |
|  | 0.88              | 16000 | G    | 95%   | 1%  | 3%   | 1%     | 1%     | 0%     | F  | 0.092        | F  | 0.511         | 16000 | G  | 2002 |
|  |                   |       |      |       |     | From: NCL Lexington                          |        |        |        |    |              |    |               |       |    |      |
|  | 0.27              | 17000 | G    | 93%   | 0%  | 2%   | 1%     | 4%     | 1%     | F  | 0.092        | F  | 0.613         | 17000 | G  | 2002 |
|  |                   |       |      |       |     | To: I-64 North of Lexington                  |        |        |        |    |              |    |               |       |    |      |
|  | 3.75              | 6100  | G    | 93%   | 0%  | 2%   | 1%     | 4%     | 1%     | F  | 0.092        | F  | 0.553         | 6200  | G  | 2002 |
|  |                   |       |      |       |     | From: SR 39 North of Lexington               |        |        |        |    |              |    |               |       |    |      |
|  | 5.53              | 4300  | G    | 95%   | 1%  | 2%   | 1%     | 2%     | 0%     | F  | 0.094        | F  | 0.641         | 4400  | G  | 2002 |
|  |                   |       |      |       |     | To: I-81 North of Lexington                  |        |        |        |    |              |    |               |       |    |      |
|  | 5.40              | 3400  | G    | 95%   | 1%  | 2%   | 1%     | 2%     | 0%     | F  | 0.106        | F  | 0.592         | 3500  | G  | 2002 |
|  |                   |       |      |       |     | From: 81-710                                 |        |        |        |    |              |    |               |       |    |      |
|  |                   |       |      |       |     | To: Augusta County Line                      |        |        |        |    |              |    |               |       |    |      |
|  | 0.03              | 6400  | G    | 97%   | 1%  | 2%   | 0%     | 0%     | 0%     | F  | 0.096        | F  | 0.696         | 6500  | G  | 2002 |
|  |                   |       |      |       |     | From: US 11                                  |        |        |        |    |              |    |               |       |    |      |
|  |                   |       |      |       |     | To: SCL Lexington                            |        |        |        |    |              |    |               |       |    |      |
| City of Lexington  |                   |       |      |       |     |  |        |        |        |    |              |    |               |       |    |      |
|  | Main St           | 0.39  | 3500 | G     | 97% | 1%   | 2%     | 0%     | 0%     | C  | 0.100        | F  | 0.608         | 3600  | G  | 2002 |
|  |                   |       |      |       |     | From: SCL Lexington                          |        |        |        |    |              |    |               |       |    |      |
|  | Main St           | 0.16  | 5800 | G     | 97% | 1%   | 2%     | 0%     | 0%     | F  | 0.096        | F  | 0.651         | 6100  | G  | 2002 |
|  |                   |       |      |       |     | To: Thornhill Rd                             |        |        |        |    |              |    |               |       |    |      |
|  | Main St           | 0.31  | 5400 | G     | 97% | 1%   | 2%     | 0%     | 0%     | F  | 0.103        | F  | 0.661         | 5600  | G  | 2002 |
|  |                   |       |      |       |     | From: Wallace St                             |        |        |        |    |              |    |               |       |    |      |
|  | Main St           | 0.31  | 3600 | G     | 98% | 0%   | 1%     | 0%     | 0%     | F  | 0.115        | F  | 0.557         | 3800  | G  | 2002 |
|  |                   |       |      |       |     | To: White St                                 |        |        |        |    |              |    |               |       |    |      |
|  | Combined Traffic: | 6300  | G    |       |     |  |        |        |        |    | 0.115        | F  | 0.557         | 6400  | G  |      |
|  |                   |       |      |       |     | From: Nelson St                              |        |        |        |    |              |    |               |       |    |      |
|  | Main St           | 0.24  | 5700 | G     | 98% | 0%   | 1%     | 0%     | 0%     | F  | 0.082        | F  |               | 5900  | G  | 2002 |
|  | Combined Traffic: | 13000 | G    |       |     |  |        |        |        |    | 0.083        | F  |               | 13000 | G  |      |
|  |                   |       |      |       |     | To: Jefferson St                             |        |        |        |    |              |    |               |       |    |      |

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
| Route             | Length             | AADT  | QA   | 4Tire | Bus               | Truck                    |        |   |        | QC | Peak Hour | QK    | Dir Factor | AAWDT | QW   | Year |  |
|-------------------|--------------------|-------|------|-------|-------------------|--------------------------|--------|---|--------|----|-----------|-------|------------|-------|------|------|--|
|                   |                    |       |      |       |                   | 2Axle                    | 3+Axle | 1Trail  | 2Trail |    |           |       |            |       |      |      |  |
| City of Lexington |                    |       |      |       |                   |                          |        |   |        |    |           |       |            |       |      |      |  |
| Bus 11            | Main St            | 0.37  | 8300 | G     | 98%               | 0%                       | 1%     | 0%  | 0%     | F  | 0.084     | F     | 0.558      | 8600  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | Jefferson St             |        |   |        |    |           |       |            |       |      |      |  |
| Bus 11            | Main St            | 0.34  | 8700 | G     | 98%               | 0%                       | 1%     | 0%  | 0%     | C  | 0.084     | F     | 0.515      | 9000  | G    | 2002 |  |
|                   |                    |       |      |       | To:               | Letcher St               |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | US 11                    |        |   |        |    |           |       |            |       |      |      |  |
| Bus 11            |                    | 0.35  | 2700 | G     |                   |                          |        |   |        |    | 0.122     | F     |            | 2700  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | Bus US 11 Main St        |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | Combined Traffic: | 16000                    | G      |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       |                   |                          |        |   |        |    | NA        |       |            | 16000 | G    |      |  |
| Bus 11            |                    | 0.24  | 4600 | G     |                   |                          |        |   |        |    | 0.108     | F     |            | 4600  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | US 60 Nelson St          |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | Combined Traffic: | 10000                    | G      |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | Bus US 11 Main St        |        |   |        |    |           |       |            |       |      |      |  |
| Town of Goshen    |                    |       |      |       |                   |                          |        |   |        |    |           |       |            |       |      |      |  |
| 39                |                    | 2.47  | 2000 | G     | 92%               | 1%                       | 4%     | 1%  | 2%     | F  | 0.087     | F     | 0.589      | 2000  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | Bath County Line         |        |   |        |    |           |       |            |       |      |      |  |
| 39                |                    | 1.34  | 2100 | G     | 91%               | 1%                       | 2%     | 4%  | 2%     | F  | 0.108     | F     | 0.559      | 2100  | G    | 2002 |  |
|                   |                    |       |      |       | To:               | SR 42 Goshen             |        |   |        |    |           |       |            |       |      |      |  |
| 39                |                    | 0.07  | 1800 | G     | 91%               | 1%                       | 2%     | 4%  | 2%     | F  | 0.124     | F     | 0.657      | 1800  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | 81-780 South of Goshen   |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | SCL Goshen               |        |   |        |    |           |       |            |       |      |      |  |
| Rockbridge County |                    |       |      |       |                   |                          |        |   |        |    |           |       |            |       |      |      |  |
| 39                |                    | 8.62  | 1800 | N     | 91%               | 1%                       | 2%     | 4%  | 2%     | N  | 0.124     | N     | 0.657      | 1800  | N    | 2002 |  |
|                   |                    |       |      |       | From:             | SCL Goshen               |        |   |        |    |           |       |            |       |      |      |  |
| 39                |                    | 2.34  | 1100 | G     | 93%               | 1%                       | 2%     | 3%  | 1%     | F  | 0.088     | F     | 0.548      | 1100  | G    | 2002 |  |
|                   |                    |       |      |       | To:               | E 81-602                 |        |   |        |    |           |       |            |       |      |      |  |
| 39                |                    | 7.55  | 1400 | G     | 93%               | 1%                       | 2%     | 3%  | 1%     | F  | 0.093     | F     | 0.642      | 1400  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | SR 252                   |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | US 11 North of Lexington |        |   |        |    |           |       |            |       |      |      |  |
| Town of Goshen    |                    |       |      |       |                   |                          |        |   |        |    |           |       |            |       |      |      |  |
| ALT 39            |                    | 0.35  | 1500 | G     | 91%               | 1%                       | 3%     | 4%  | 2%     | F  | 0.122     | F     | 0.543      | 1500  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | SR 42 Goshen             |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | SR 39                    |        |   |        |    |           |       |            |       |      |      |  |
| 42 39             |                    | 2.47  | 2000 | G     | 92%               | 1%                       | 4%     | 1%  | 2%     | F  | 0.087     | F     | 0.589      | 2000  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | Rockbridge County Line   |        |   |        |    |           |       |            |       |      |      |  |
| 42                |                    | 0.06  | 2300 | G     | 90%               | 1%                       | 3%     | 4%  | 3%     | F  | 0.089     | F     | 0.508      | 2300  | G    | 2002 |  |
|                   |                    |       |      |       | To:               | SR 39 Millboro Springs   |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | ECL Goshen               |        |   |        |    |           |       |            |       |      |      |  |
| Rockbridge County |                    |       |      |       |                   |                          |        |   |        |    |           |       |            |       |      |      |  |
| 42                |                    | 5.92  | 2300 | N     | 90%               | 1%                       | 3%     | 4%  | 3%     | N  | 0.089     | N     | 0.508      | 2300  | N    | 2002 |  |
|                   |                    |       |      |       | From:             | ECL Goshen               |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | Augusta County Line      |        |   |        |    |           |       |            |       |      |      |  |
| 48                | Blue Ridge Parkway | 0.15  | 1200 | O     |                   |                          |        |   |        |    | NA        |       |            | NA    |      | 2002 |  |
|                   |                    |       |      |       | From:             | Amherst County Line      |        |   |        |    |           |       |            |       |      |      |  |
| 48                | Blue Ridge Parkway | 18.29 | 1200 | O     |                   |                          |        |   |        |    | NA        |       |            | NA    |      | 2002 |  |
|                   |                    |       |      |       | To:               | US 60                    |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | Nelson County Line       |        |   |        |    |           |       |            |       |      |      |  |
| 56                |                    | 1.52  | 1300 | G     | 96%               | 0%                       | 2%     | 1%  | 0%     | F  | 0.085     | F     | 0.617      | 1300  | G    | 2002 |  |
|                   |                    |       |      |       | From:             | Augusta County Line      |        |   |        |    |           |       |            |       |      |      |  |
| 56                |                    | 3.74  | 480  | G     | 95%               | 1%                       | 2%     | 1%  | 0%     | F  | 0.11      | F     | 0.692      | 480   | G    | 2002 |  |
|                   |                    |       |      |       | From:             | 81-608 Vesuvius          |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | Nelson County Line       |        |   |        |    |           |       |            |       |      |      |  |
| 60 64             |                    | 1.92  |      |       |                   |                          |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | From:             | Alleghany County Line    |        |   |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | Combined Traffic: | 8300                     | G      | See I-64 for directional traffic volume estimates for this segment. |        |    |           |       |            |       |      |      |  |
|                   |                    |       |      |       | To:               | 1%                       | 2%     | 1%  | 24%    | 1% | F         | 0.072 | F          | 0.527 | 8300 | G    |  |
|                   |                    |       |      |       | To:               | 81-780                   |        |   |        |    |           |       |            |       |      |      |  |



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| Route  | Length        | AADT                   | QA    | 4Tire                          | Bus   | Truck-----      |        |        |        | QC | Peak Hour | QK    | Dir Factor | AAWDT | QW    | Year |      |  |  |  |  |  |  |  |  |
|--|---------------|------------------------|-------|--------------------------------|---|-----------------|--------|--------|--------|----|-----------|-------|------------|-------|-------|------|------|--|--|--|--|--|--|--|--|
|  |               |                        |       |                                |   | 2Axle           | 3+Axle | 1Trail | 2Trail |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| Rockbridge County  |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|    | 7.38          | Combined Traffic: 8700 | A     | From                           | 81-780  |                 |        |        |        | A  | 0.128     | A     | 0.632      | 8200  | A     |      |      |  |  |  |  |  |  |  |  |
|  |               |                        |       | To                             | See I-64 for directional traffic volume estimates for this segment. |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| US 60  |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       | I-64, 81- 623 Near Kerrs Creek |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| To   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|    | 0.43          | 1700                   | G     | 92%                            | 1%  | 2%              | 2%     | 2%     | 0%     | F  | 0.083     | F     | 0.52       | 1700  | G     | 2002 |      |  |  |  |  |  |  |  |  |
|    | 3.09          | 2200                   | G     | From                           | 81-631  |                 |        |        |        | F  | 0.100     | F     | 0.656      | 2200  | G     | 2002 |      |  |  |  |  |  |  |  |  |
|  |               |                        |       | To                             |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       | 81-641 West of Lexington       |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| To   |               |                        |       | WCL Lexington                  |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| City of Lexington  |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|    | Nelson Street | 0.25                   | 4400  | G                              | From  | WCL Lexington   |        |        |        |    | C         | 0.081 | F          | 0.641 | 4600  | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | Woods Creek   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|    | Nelson Steet  | 0.33                   | 7700  | G                              | From  |                 |        |        |        |    | F         | 0.083 | F          | 0.542 | 8000  | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | Glasgow Street  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|    | Nelson Street | 0.14                   | 8300  | G                              | From  |                 |        |        |        |    | F         | 0.081 | F          | 0.526 | 8600  | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | Lee Street  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|    | Nelson Street | 0.17                   | 8000  | G                              | From  |                 |        |        |        |    | F         | 0.077 | F          | 0.505 | 8300  | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | Randolph Street   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|    | Nelson Street | 0.21                   | 11000 | G                              | From  |                 |        |        |        |    | F         | 0.086 | F          | 0.547 | 12000 | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | Lewis Street  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|   | Nelson Street | 0.35                   | 11000 | G                              | From  |                 |        |        |        |    | C         | 0.088 | F          | 0.582 | 11000 | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| Rockbridge County  |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  |               | 2.15                   | 10000 | G                              | From  | ECL Lexington   |        |        |        |    | F         | 0.088 | F          | 0.569 | 10000 | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | I-81 East of Lexington  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  |               | 2.17                   | 13000 | G                              | From  |                 |        |        |        |    | F         | 0.088 | F          | 0.521 | 13000 | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | W 81-608  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  |               | 0.90                   | 15000 | G                              | From  |                 |        |        |        |    | F         | 0.08  | F          | 0.554 | 15000 | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| City of Buena Vista  |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  | Lexington Ave | 0.08                   | 12000 | G                              | From  | WCL Buena Vista |        |        |        |    | F         | 0.086 | F          | 0.509 | 12000 | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | Alleghany Ave   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  | Lexington Ave | 0.53                   | 11000 | G                              | From  |                 |        |        |        |    | C         | 0.087 | F          | 0.539 | 11000 | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                | Beech Ave   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  | 29th St       | 1.31                   | 2800  | G                              | From  |                 |        |        |        |    | C         | 0.119 | F          | 0.676 | 2900  | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| Rockbridge County  |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  |               | 3.12                   | 3100  | G                              | From  | ECL Buena Vista |        |        |        |    | F         | 0.103 | F          | 0.665 | 3100  | G    | 2002 |  |  |  |  |  |  |  |  |
|  |               |                        |       |                                | To  |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| East   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  | 1.92          | 4600                   | G     | From                           | Alleghany County Line   |                 |        |        |        | F  | 0.073     | F     |            | 4600  | G     | 2002 |      |  |  |  |  |  |  |  |  |
|  |               |                        |       | To                             |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| Combined Traffic: 8300   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| To   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
|  | 7.38          | 4300                   | A     | From                           | 81-780  |                 |        |        |        | A  | 0.151     | A     |            | 4000  | A     | 2002 |      |  |  |  |  |  |  |  |  |
|  |               |                        |       | To                             |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| Combined Traffic: 8700   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| From   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| To   |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |
| US 60  |               |                        |       |                                |   |                 |        |        |        |    |           |       |            |       |       |      |      |  |  |  |  |  |  |  |  |

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| Route   | Length            | AADT  | QA | 4Tire | Bus                   | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|---|-------------------|-------|----|-------|-----------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|   |                   |       |    |       |                       | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| Rockbridge County   |                   |       |    |       |                       |       |        |        |        |    |           |    |            |       |    |      |
| East<br>  |                   |       |    | From  | US 60                 |       |        |        |        |    |           |    |            |       |    |      |
|   | 5.39              | 4500  | G  | 72%   | 1%                    | 2%    | 1%     | 23%    | 1%     | F  | 0.074     | F  |            | 4500  | G  | 2002 |
|   | Combined Traffic: | 9600  | G  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | F  | 0.083     | F  | 0.588      | 9600  | G  |      |
| East<br>  |                   |       |    | To    | US 11                 |       |        |        |        |    |           |    |            |       |    |      |
|   | 1.55              | 5800  | G  | 72%   | 1%                    | 2%    | 1%     | 23%    | 1%     | F  | 0.08      | F  |            | 5800  | G  | 2002 |
|   | Combined Traffic: | 12000 | G  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | F  | 0.074     | F  | 0.541      | 12000 | G  |      |
| East North<br><br>     |                   |       |    | To    | I-81 West Interchange |       |        |        |        |    |           |    |            |       |    |      |
|   | 3.30              | 19000 | G  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | F  | 0.071     | F  |            | 19000 | G  | 2002 |
|   | Combined Traffic: | 35000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | 0.071     | F  |            | 35000 | G  |      |
| East North<br><br>     |                   |       |    | To    | US 11                 |       |        |        |        |    |           |    |            |       |    |      |
|   | 5.57              | 19000 | G  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | F  | 0.07      | F  |            | 19000 | G  | 2002 |
|   | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | 0.064     | F  |            | 39000 | G  |      |
| East North<br><br>     |                   |       |    | To    | 81-710                |       |        |        |        |    |           |    |            |       |    |      |
|   | 4.49              | 20000 | G  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | F  | 0.066     | F  |            | 20000 | G  | 2002 |
|   | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | 0.065     | F  |            | 39000 | G  |      |
| East North<br><br>     |                   |       |    | To    | 81-606                |       |        |        |        |    |           |    |            |       |    |      |
|   | 0.59              | 21000 | A  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | A  | 0.129     | A  |            | 20000 | A  | 2002 |
|   | Combined Traffic: | 41000 | A  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | A  | 0.065     | A  |            | 39000 | A  |      |
| West<br>   |                   |       |    | To    | Augusta County Line   |       |        |        |        |    |           |    |            |       |    |      |
|   |                   |       |    | From  | Alleghany County Line |       |        |        |        |    |           |    |            |       |    |      |
|   | 2.42              | 3700  | G  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | F  | 0.076     | F  |            | 3700  | G  | 2002 |
| West<br>  |                   |       |    | From  | 81-780                |       |        |        |        |    |           |    |            |       |    |      |
|   | 6.94              | 4400  | A  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | A  | 0.134     | A  |            | 4100  | A  | 2002 |
|   | Combined Traffic: | 8700  | A  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | A  | NA        |    |            | 8200  | A  |      |
| West<br>  |                   |       |    | To    | US 60, 81-623         |       |        |        |        |    |           |    |            |       |    |      |
|   | 5.90              | 5100  | G  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | F  | 0.095     | F  |            | 5100  | G  | 2002 |
|   | Combined Traffic: | 9600  | G  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | F  | NA        |    |            | 9600  | G  |      |
| West<br>  |                   |       |    | To    | US 11                 |       |        |        |        |    |           |    |            |       |    |      |
|   | 0.84              | 5900  | G  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | F  | 0.081     | F  |            | 5900  | G  | 2002 |
|   | Combined Traffic: | 12000 | G  | 72%   | 1%                    | 2%    | 1%     | 24%    | 1%     | F  | NA        |    |            | 12000 | G  |      |
| West South<br><br> |                   |       |    | To    | I-81 West Interchange |       |        |        |        |    |           |    |            |       |    |      |
|   | 3.66              | 16000 | G  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | F  | 0.069     | F  |            | 16000 | G  | 2002 |
|   | Combined Traffic: | 35000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | NA        |    |            | 35000 | G  |      |
| West South<br><br> |                   |       |    | To    | US 11                 |       |        |        |        |    |           |    |            |       |    |      |
|   | 5.59              | 20000 | G  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | F  | 0.069     | F  |            | 20000 | G  | 2002 |
|   | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | NA        |    |            | 39000 | G  |      |
| West South<br><br> |                   |       |    | To    | 81-710                |       |        |        |        |    |           |    |            |       |    |      |
|   | 4.41              | 20000 | G  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | F  | 0.064     | F  |            | 20000 | G  | 2002 |
|   | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | NA        |    |            | 39000 | G  |      |
| West South<br><br> |                   |       |    | To    | 81-606                |       |        |        |        |    |           |    |            |       |    |      |
|   | 0.33              | 20000 | A  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | A  | 0.121     | A  |            | 19000 | A  | 2002 |
|   | Combined Traffic: | 41000 | A  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | A  | NA        |    |            | 39000 | A  |      |
| North<br>   |                   |       |    | To    | Augusta County Line   |       |        |        |        |    |           |    |            |       |    |      |
|   |                   |       |    | From  | Botetourt County Line |       |        |        |        |    |           |    |            |       |    |      |
|   | 1.95              | 16000 | G  | 62%   | 1%                    | 2%    | 1%     | 33%    | 3%     | F  | 0.066     | F  |            | 15000 | G  | 2002 |
| North<br>   |                   |       |    | From  | US 11 S INT           |       |        |        |        |    |           |    |            |       |    |      |
|   | Combined Traffic: | 30000 | G  | 63%   | 1%                    | 2%    | 1%     | 32%    | 3%     | F  | 0.064     | F  | 0.503      | 29000 | G  |      |
|   |                   |       |    | To    |                       |       |        |        |        |    |           |    |            |       |    |      |

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| Route                   | Length            | AADT  | QA | 4Tire | Bus                   | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|-------------------------|-------------------|-------|----|-------|-----------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                         |                   |       |    |       |                       | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| Rockbridge County       |                   |       |    |       |                       |       |        |        |        |    |           |    |            |       |    |      |
| North<br>81             |                   |       |    | From: | US 11 S INT           |       |        |        |        |    |           |    |            |       |    |      |
|                         | 4.46              | 15000 | G  | 62%   | 1%                    | 2%    | 1%     | 33%    | 3%     | F  | 0.069     | F  |            | 14000 | G  | 2002 |
|                         | Combined Traffic: | 31000 | G  | 63%   | 1%                    | 2%    | 0%     | 32%    | 3%     | F  | 0.069     | F  |            | 29000 | G  |      |
| North<br>81             |                   |       |    | To:   | US 11 N INT           |       |        |        |        |    |           |    |            |       |    |      |
|                         | 8.36              | 18000 | G  | 62%   | 1%                    | 2%    | 1%     | 33%    | 3%     | F  | 0.074     | F  |            | 17000 | G  | 2002 |
|                         | Combined Traffic: | 36000 | G  | 63%   | 1%                    | 2%    | 1%     | 32%    | 3%     | F  | 0.066     | F  |            | 33000 | G  |      |
| North<br>81             |                   |       |    | To:   | US 60                 |       |        |        |        |    |           |    |            |       |    |      |
|                         | 3.01              | 20000 | G  | 62%   | 1%                    | 2%    | 1%     | 33%    | 3%     | F  | 0.068     | F  |            | 19000 | G  | 2002 |
|                         | Combined Traffic: | 37000 | G  | 63%   | 1%                    | 2%    | 1%     | 32%    | 3%     | F  | 0.064     | F  |            | 35000 | G  |      |
| North<br>81             |                   |       |    | To:   | I-64                  |       |        |        |        |    |           |    |            |       |    |      |
|                         | 3.30              | 19000 | G  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | F  | 0.071     | F  |            | 19000 | G  | 2002 |
|                         | Combined Traffic: | 35000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | 0.071     | F  |            | 35000 | G  |      |
| North<br>81             |                   |       |    | To:   | US 11                 |       |        |        |        |    |           |    |            |       |    |      |
|                         | 5.57              | 19000 | G  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | F  | 0.07      | F  |            | 19000 | G  | 2002 |
|                         | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | 0.064     | F  |            | 39000 | G  |      |
| North<br>81             |                   |       |    | To:   | 81-710                |       |        |        |        |    |           |    |            |       |    |      |
|                         | 4.49              | 20000 | G  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | F  | 0.066     | F  |            | 20000 | G  | 2002 |
|                         | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | 0.065     | F  |            | 39000 | G  |      |
| North<br>81             |                   |       |    | To:   | 81-606                |       |        |        |        |    |           |    |            |       |    |      |
|                         | 0.59              | 21000 | A  | 64%   | 1%                    | 2%    | 0%     | 31%    | 2%     | A  | 0.129     | A  |            | 20000 | A  | 2002 |
|                         | Combined Traffic: | 41000 | A  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | A  | 0.065     | A  |            | 39000 | A  |      |
| To: Augusta County Line |                   |       |    |       |                       |       |        |        |        |    |           |    |            |       |    |      |
| South<br>81             |                   |       |    | From: | Botetourt County Line |       |        |        |        |    |           |    |            |       |    |      |
|                         | 1.86              | 14000 | G  | 63%   | 1%                    | 2%    | 0%     | 31%    | 3%     | F  | 0.069     | F  |            | 13000 | G  | 2002 |
|                         | Combined Traffic: | 30000 | G  | 63%   | 1%                    | 2%    | 1%     | 32%    | 3%     | F  | 0.064     | F  | 0.503      | 29000 | G  |      |
| South<br>81             |                   |       |    | To:   | US 11 S               |       |        |        |        |    |           |    |            |       |    |      |
|                         | 5.24              | 16000 | G  | 63%   | 1%                    | 2%    | 0%     | 31%    | 3%     | F  | 0.067     | F  |            | 15000 | G  | 2002 |
|                         | Combined Traffic: | 31000 | G  | 63%   | 1%                    | 2%    | 0%     | 32%    | 3%     | F  | NA        |    |            | 29000 | G  |      |
| South<br>81             |                   |       |    | To:   | US 11 N               |       |        |        |        |    |           |    |            |       |    |      |
|                         | 7.97              | 18000 | G  | 63%   | 1%                    | 2%    | 0%     | 31%    | 3%     | F  | 0.066     | F  |            | 16000 | G  | 2002 |
|                         | Combined Traffic: | 36000 | G  | 63%   | 1%                    | 2%    | 1%     | 32%    | 3%     | F  | NA        |    |            | 33000 | G  |      |
| South<br>81             |                   |       |    | To:   | US 60                 |       |        |        |        |    |           |    |            |       |    |      |
|                         | 2.67              | 18000 | G  | 63%   | 1%                    | 2%    | 0%     | 31%    | 3%     | F  | 0.069     | F  |            | 16000 | G  | 2002 |
|                         | Combined Traffic: | 37000 | G  | 63%   | 1%                    | 2%    | 1%     | 32%    | 3%     | F  | NA        |    |            | 35000 | G  |      |
| South<br>81             |                   |       |    | To:   | I-64                  |       |        |        |        |    |           |    |            |       |    |      |
|                         | 3.66              | 16000 | G  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | F  | 0.069     | F  |            | 16000 | G  | 2002 |
|                         | Combined Traffic: | 35000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | NA        |    |            | 35000 | G  |      |
| South<br>81             |                   |       |    | To:   | US 11                 |       |        |        |        |    |           |    |            |       |    |      |
|                         | 5.59              | 20000 | G  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | F  | 0.069     | F  |            | 20000 | G  | 2002 |
|                         | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | NA        |    |            | 39000 | G  |      |
| South<br>81             |                   |       |    | To:   | 81-710                |       |        |        |        |    |           |    |            |       |    |      |
|                         | 4.41              | 20000 | G  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | F  | 0.064     | F  |            | 20000 | G  | 2002 |
|                         | Combined Traffic: | 39000 | G  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | F  | NA        |    |            | 39000 | G  |      |
| South<br>81             |                   |       |    | To:   | 81-606                |       |        |        |        |    |           |    |            |       |    |      |
|                         | 0.33              | 20000 | A  | 65%   | 1%                    | 2%    | 1%     | 29%    | 2%     | A  | 0.121     | A  |            | 19000 | A  | 2002 |
|                         | Combined Traffic: | 41000 | A  | 64%   | 1%                    | 2%    | 1%     | 30%    | 2%     | A  | NA        |    |            | 39000 | A  |      |
| To: Augusta County Line |                   |       |    |       |                       |       |        |        |        |    |           |    |            |       |    |      |

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| Route               | Length | AADT   | QA     | 4Tire | Bus                       | Truck |  |  |   | QC    | Peak Hour | QK    | Dir Factor | AAWDT | QW   | Year |
|---------------------|--------|--------|--------|-------|---------------------------|-------|--|--|---|-------|-----------|-------|------------|-------|------|------|
| 2Axle               | 3+Axle | 1Trail | 2Trail |       |                           |       |  |  |   |       |           |       |            |       |      |      |
| Rockbridge County   |        |        |        |       |                           |       |  |  |   |       |           |       |            |       |      |      |
| 130                 | 3.19   | 2100   | G      | From  | US 11 Natural Bridge      |       |  |  | F | 0.080 | F         | 0.504 | 2100       | G     | 2002 |      |
|                     |        |        |        | To    | 81-759                    |       |  |  |   |       |           |       |            |       |      |      |
| 130                 | 1.25   | 3200   | G      | From  | 2%                        |       |  |  | F | 0.116 | F         | 0.569 | 3200       | G     | 2002 |      |
|                     |        |        |        | To    | WCL Glasgow               |       |  |  |   |       |           |       |            |       |      |      |
| Town of Glasgow     |        |        |        |       |                           |       |  |  |   |       |           |       |            |       |      |      |
| 130                 | 1.60   | 3200   | N      | From  | WCL Glasgow               |       |  |  | N | 0.116 | N         | 0.569 | 3200       | N     | 2002 |      |
|                     |        |        |        | To    | ECL Glasgow               |       |  |  |   |       |           |       |            |       |      |      |
| Rockbridge County   |        |        |        |       |                           |       |  |  |   |       |           |       |            |       |      |      |
| 130                 | 0.26   | 3200   | N      | From  | ECL Glasgow               |       |  |  | N | 0.116 | N         | 0.569 | 3200       | N     | 2002 |      |
|                     |        |        |        | To    | US 501 Near Glasgow       |       |  |  |   |       |           |       |            |       |      |      |
| 130 501             | 2.43   | 1600   | G      | From  | 80%                       |       |  |  | F | 0.080 | F         | 0.549 | 1600       | G     | 2002 |      |
|                     |        |        |        | To    | Amherst County Line       |       |  |  |   |       |           |       |            |       |      |      |
| Wye 130             | 0.08   | 2700   | G      | From  | US 501                    |       |  |  | F | 0.111 | F         | 0.654 | 2700       | G     | 2002 |      |
|                     |        |        |        | To    | SR 130                    |       |  |  |   |       |           |       |            |       |      |      |
| 251                 | 4.43   | 820    | G      | From  | 81-770                    |       |  |  | F | 0.102 | F         | 0.828 | 830        | G     | 2002 |      |
|                     |        |        |        | To    | 81-675 Murat              |       |  |  |   |       |           |       |            |       |      |      |
| 251                 | 3.85   | 1700   | G      | From  | 92%                       |       |  |  | F | 0.090 | F         | 0.775 | 1800       | G     | 2002 |      |
|                     |        |        |        | To    | 81-764 South of Lexington |       |  |  |   |       |           |       |            |       |      |      |
| 251                 | 1.05   | 3000   | G      | From  | 92%                       |       |  |  | F | 0.086 | F         | 0.631 | 3100       | G     | 2002 |      |
|                     |        |        |        | To    | WCL Lexington             |       |  |  |   |       |           |       |            |       |      |      |
| City of Lexington   |        |        |        |       |                           |       |  |  |   |       |           |       |            |       |      |      |
| 251 Thornhill Rd    | 0.38   | 4700   | G      | From  | McCormick Ave             |       |  |  | C | 0.103 | F         | 0.636 | 4900       | G     | 2002 |      |
|                     |        |        |        | To    | Link Rd                   |       |  |  |   |       |           |       |            |       |      |      |
| 251 Link Rd         | 0.24   | 4200   | G      | From  | Thornhill Rd              |       |  |  | F | 0.101 | F         | 0.641 | 4300       | G     | 2002 |      |
|                     |        |        |        | To    | Main St                   |       |  |  |   |       |           |       |            |       |      |      |
| Rockbridge County   |        |        |        |       |                           |       |  |  |   |       |           |       |            |       |      |      |
| 252                 | 6.03   | 260    | G      | From  | SR 39                     |       |  |  | F | 0.093 | F         | 0.574 | 260        | G     | 2002 |      |
|                     |        |        |        | To    | 81-722                    |       |  |  |   |       |           |       |            |       |      |      |
| 252                 | 4.22   | 270    | G      | From  | 93%                       |       |  |  | F | 0.088 | F         | 0.692 | 280        | G     | 2002 |      |
|                     |        |        |        | To    | Augusta County Line       |       |  |  |   |       |           |       |            |       |      |      |
| 501                 | 2.43   | 1600   | G      | From  | Amherst County Line       |       |  |  | F | 0.080 | F         | 0.549 | 1600       | G     | 2002 |      |
|                     |        |        |        | To    | SR 130                    |       |  |  |   |       |           |       |            |       |      |      |
| 501                 | 6.34   | 3800   | G      | From  | 92%                       |       |  |  | F | 0.081 | F         | 0.72  | 3800       | G     | 2002 |      |
|                     |        |        |        | To    | SCL Buena Vista           |       |  |  |   |       |           |       |            |       |      |      |
| City of Buena Vista |        |        |        |       |                           |       |  |  |   |       |           |       |            |       |      |      |
| 501 Magnolia Ave    | 0.97   | 4000   | G      | From  | SCL Buena Vista           |       |  |  | C | 0.106 | F         | 0.576 | 4200       | G     | 2002 |      |
|                     |        |        |        | To    | 2Nd St                    |       |  |  |   |       |           |       |            |       |      |      |
| 501 Magnolia Ave    | 1.09   | 11000  | G      | From  | 95%                       |       |  |  | C | 0.108 | F         | 0.560 | 12000      | G     | 2002 |      |
|                     |        |        |        | To    | 15Th St                   |       |  |  |   |       |           |       |            |       |      |      |
| 501 Magnolia Ave    | 0.71   | 9700   | G      | From  | 92%                       |       |  |  | F | 0.110 | F         | 0.554 | 10000      | G     | 2002 |      |
|                     |        |        |        | To    | 25Th St                   |       |  |  |   |       |           |       |            |       |      |      |
| 501 Park Ave        | 0.28   | 7900   | G      | From  | 92%                       |       |  |  | F | 0.098 | F         | 0.632 | 8200       | G     | 2002 |      |
|                     |        |        |        | To    | Beech Ave                 |       |  |  |   |       |           |       |            |       |      |      |
| 501 Beech Ave       | 0.12   | 13000  | G      | From  | 92%                       |       |  |  | F | 0.092 | F         | 0.585 | 14000      | G     | 2002 |      |
|                     |        |        |        | To    | 29Th St                   |       |  |  |   |       |           |       |            |       |      |      |

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| Route                | Length | AADT | QA | 4Tire     | Bus | Truck                  |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|----------------------|--------|------|----|-----------|-----|------------------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                      |        |      |    |           |     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| City of Buena Vista  |        |      |    |           |     |                        |        |        |        |    |           |    |            |       |    |            |
| ALT 501 Beech Ave    | 0.37   | 6400 | G  | From: 96% | 0%  | Park Ave               |        |        |        | C  | 0.094     | F  | 0.529      | 6600  | G  | 2002       |
| ALT 501 Sycamore Ave | 0.38   | 3700 | G  | To: 93%   | 1%  | 22Nd St                |        |        |        | C  | 0.096     | F  | 0.516      | 3800  | G  | 2002       |
| ALT 501 18th St      | 0.03   | 2500 | G  | To: 93%   | 1%  | 18Th St                |        |        |        |    |           |    |            |       |    |            |
|                      |        |      |    | From: 93% | 1%  | Sycamore Ave           |        |        |        | F  | 0.099     | F  | 0.656      | 2600  | G  | 2002       |
|                      |        |      |    | To: 93%   | 1%  | 16Th St                |        |        |        |    |           |    |            |       |    |            |
| Rockbridge County    |        |      |    |           |     |                        |        |        |        |    |           |    |            |       |    |            |
| 600                  | 4.06   | 180  | R  | From: 93% | 1%  | SR 39                  |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| 600                  | 2.90   | 90   | R  | To: 93%   | 1%  | 81-614                 |        |        |        |    | NA        |    |            | NA    |    | 08/23/2001 |
|                      |        |      |    | To: 93%   | 1%  | Augusta County Line    |        |        |        |    |           |    |            |       |    |            |
| 601                  | 1.75   | 410  | R  | From: 93% | 1%  | SR 39                  |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| 601                  | 3.66   | 90   | R  | To: 93%   | 1%  | 81-617                 |        |        |        |    | NA        |    |            | NA    |    | 08/20/2001 |
| 601                  | 3.17   | 310  | R  | To: 93%   | 1%  | 81-614                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                      |        |      |    | To: 93%   | 1%  | Augusta County Line    |        |        |        |    |           |    |            |       |    |            |
| 602                  | 3.56   | 160  | R  | From: 93% | 1%  | 81-631                 |        |        |        |    | NA        |    |            | NA    |    | 08/30/2001 |
| 602                  | 2.20   | 80   | R  | To: 93%   | 1%  | 81-727                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| 602                  | 2.61   | 280  | G  | To: 93%   | 1%  | 81-624                 |        |        |        | F  | 0.131     | F  | 0.568      | 280   | G  | 2002       |
| 602                  | 0.03   | 20   | R  | To: 93%   | 1%  | SR 39; Gap Terminus    |        |        |        |    |           |    |            |       |    |            |
|                      |        |      |    | From: 93% | 1%  | 81-732; Gap Terminus   |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| 602                  | 1.24   | 270  | G  | To: 93%   | 1%  | SR 39 EAST             |        |        |        |    |           |    |            |       |    |            |
| 602                  | 1.00   | 250  | G  | From: 93% | 1%  | SR 39                  |        |        |        | C  | 0.095     | F  | 0.593      | 280   | G  | 2002       |
| 602                  | 0.02   | 230  | G  | To: 93%   | 1%  | 81-712                 |        |        |        | F  | 0.113     | F  | 0.661      | 250   | G  | 2002       |
|                      |        |      |    | To: 93%   | 1%  | 1.00 MI FRM 81-712     |        |        |        |    |           |    |            |       |    |            |
| 602                  | 1.26   | 230  | R  | From: 93% | 1%  | 81-731 SOUTH           |        |        |        |    |           |    |            |       |    |            |
| 602                  | 5.80   | 160  | R  | To: 93%   | 1%  | 81-724 SOUTH           |        |        |        |    | NA        |    |            | NA    |    | 08/23/2001 |
| 602                  | 0.30   | 110  | R  | To: 93%   | 1%  | 81-725                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                      |        |      |    | To: 93%   | 1%  | Augusta County Line    |        |        |        |    |           |    |            |       |    |            |
| Augusta County       |        |      |    |           |     |                        |        |        |        |    |           |    |            |       |    |            |
| 602                  | 0.10   | 110  | N  | From: 93% | 1%  | Rockbridge County Line |        |        |        |    | NA        |    |            | 0     | N  | 1998       |
|                      |        |      |    | To: 93%   | 1%  | 07-602; 07-681         |        |        |        |    |           |    |            |       |    |            |
| Rockbridge County    |        |      |    |           |     |                        |        |        |        |    |           |    |            |       |    |            |
| 603                  | 8.05   | 260  | R  | From: 93% | 1%  | 81-608                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| 603                  | 3.45   | 70   | R  | To: 93%   | 1%  | 81-605                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                      |        |      |    | To: 93%   | 1%  | 3.45 ME 81-605         |        |        |        |    |           |    |            |       |    |            |

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| Route             | Length | AADT  | QA | 4Tire | Bus                    | Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|-------|----|-------|------------------------|------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |       |    |       |                        | 2Axle      | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge County |        |       |    |       |                        |            |        |        |        |    |              |    |               |       |    |            |
| 603               | 2.35   | 47    | R  | From: | 3.45 ME 81-605         |            |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |       |    | To:   | Nelson County Line     |            |        |        |        |    |              |    |               |       |    |            |
| 604               | 0.01   | 47    | R  | From: | 81-606                 |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |       |    | To:   | 0.01 MN 81-606         |            |        |        |        |    |              |    |               |       |    |            |
| 604               | 0.11   | 70    | R  | From: | 81-720                 |            |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |       |    | To:   | Augusta County Line    |            |        |        |        |    |              |    |               |       |    |            |
| 604               | 1.50   | 20    | R  | From: | Amherst County Line    |            |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |       |    | To:   | 81-603                 |            |        |        |        |    |              |    |               |       |    |            |
| 605               | 2.30   | 30    | R  | From: | SR 252                 |            |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |       |    | To:   | 81-604                 |            |        |        |        |    |              |    |               |       |    |            |
| 606               | 1.01   | 350   | R  | From: | 81-613                 |            |        |        |        | F  | 0.103        | F  | 0.589         | 770   | G  | 2002       |
|                   |        |       |    | To:   | RAMP TO I-81           |            |        |        |        |    |              |    |               |       |    |            |
| 606               | 0.10   | 17000 | G  | From: | 81-706                 |            |        |        |        | F  | 0.065        | F  | 0.505         | 17000 | G  | 2002       |
|                   |        |       |    | To:   | US 11                  |            |        |        |        |    |              |    |               |       |    |            |
| 606               | 1.41   | 1500  | G  | From: | ECL BUENA VISTA        |            |        |        |        | C  | 0.083        | F  | 0.569         | 1600  | G  | 2002       |
|                   |        |       |    | To:   | Amherst County Line    |            |        |        |        |    |              |    |               |       |    |            |
| 607               | 4.62   | 40    | R  | From: | Botetourt County Line  |            |        |        |        |    | NA           |    |               | NA    |    | 07/26/2001 |
|                   |        |       |    | To:   | 1.82 MN OF CL          |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 1.82   | 60    | R  | From: | 81-708                 |            |        |        |        |    | NA           |    |               | NA    |    | 07/26/2001 |
|                   |        |       |    | To:   | SR 130 SOUTH           |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 0.34   | 90    | R  | From: | SR 130 NORTH           |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |       |    | To:   | 81-688                 |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 2.00   | 120   | R  | From: | 81-684 SOUTH           |            |        |        |        | F  | 0.097        | F  | 0.646         | 920   | G  | 2002       |
|                   |        |       |    | To:   | 81-680                 |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 2.09   | 300   | R  | From: | 81-698                 |            |        |        |        | F  | 0.122        | F  | 0.529         | 570   | G  | 2002       |
|                   |        |       |    | To:   | 81-699 SOUTH           |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 0.47   | 910   | G  | From: | US 60 WEST             |            |        |        |        | F  | 0.199        | F  | 0.534         | 900   | G  | 2002       |
|                   |        |       |    | To:   | US 60 EAST             |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 3.54   | 560   | G  | From: | 81-703 Gap Terminus    |            |        |        |        | F  | 0.106        | F  | 0.627         | 1300  | G  | 2002       |
|                   |        |       |    | To:   | Dead End; Gap Terminus |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 1.63   | 890   | G  | From: | 0.92 MN Dead End       |            |        |        |        | F  | 0.091        | F  | 0.536         | 1700  | G  | 2002       |
|                   |        |       |    | To:   | 0.92 MN OF Dead End    |            |        |        |        |    |              |    |               |       |    |            |
| 608               | 1.67   | 1300  | G  | From: | 81-631                 |            |        |        |        | F  | 0.106        | F  | 0.627         | 1300  | G  | 2002       |
|                   |        |       |    | To:   |                        |            |        |        |        |    |              |    |               |       |    |            |

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| Route                    | Length | AADT | QA | 4Tire | Bus                         | Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----------------------------|------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |                             | 2Axle      | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| <b>Rockbridge County</b> |        |      |    |       |                             |            |        |        |        |    |              |    |               |       |    |            |
| (608)                    | 1.62   | 1500 | R  | From  | 81-631                      |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (608)                    | 1.46   | 1200 | R  | To    | GW NATL FOR BNDY            |            |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (608)                    | 3.02   | 770  | R  | From  | 81-820                      |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (608)                    | 3.29   | 370  | R  | To    | 81-714                      |            |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (608)                    | 4.06   | 270  | R  | From  | 81-709                      |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (608)                    | 0.31   | 470  | G  | To    | SR 56 SOUTH                 |            |        |        |        |    |              |    |               |       |    |            |
|                          |        |      |    | From  | SR 56 NORTH                 |            |        |        |        |    |              |    |               |       |    |            |
|                          |        |      |    | To    | Augusta County Line; 07-608 |            |        |        |        | C  | 0.111        | F  | 0.56          | 470   | G  | 2002       |
| (609)                    | 1.90   | 70   | R  | From  | Botetourt County Line       |            |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (609)                    | 0.89   | 170  | G  | To    | FR-55; Gap Terminus         |            |        |        |        |    |              |    |               |       |    |            |
|                          |        |      |    | From  | 93% 1% 2% 1% 2% 0%          |            |        |        |        | C  | 0.134        | F  | 0.6           | 180   | G  | 2002       |
| (609)                    | 0.69   | 120  | R  | To    | 81-692 EAST                 |            |        |        |        |    |              |    |               |       |    |            |
|                          |        |      |    | From  | 81-692 NORTH                |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (609)                    | 1.81   | 180  | R  | To    | 81-691                      |            |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                          |        |      |    | To    | 81-690                      |            |        |        |        |    |              |    |               |       |    |            |
| (610)                    | 0.03   | 110  | R  | From  | Botetourt County Line       |            |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (610)                    | 2.85   | 100  | R  | To    | 81-694                      |            |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (610)                    | 3.08   | 110  | G  | From  | 81-692                      |            |        |        |        | F  | 0.118        | F  | 0.556         | 110   | G  | 2002       |
|                          |        |      |    | To    | 81-690                      |            |        |        |        | C  | 0.141        | F  | 0.579         | 130   | G  | 2002       |
| (610)                    | 2.86   | 130  | G  | From  | 81-682                      |            |        |        |        | F  | 0.112        | F  | 0.58          | 220   | G  | 2002       |
| (610)                    | 2.14   | 220  | G  | From  | 81-678                      |            |        |        |        | F  | 0.121        | F  | 0.623         | 250   | G  | 2002       |
| (610)                    | 1.30   | 250  | G  | To    | 81-753                      |            |        |        |        | F  | 0.093        | F  | 0.71          | 460   | G  | 2002       |
|                          |        |      |    | To    | 81-764                      |            |        |        |        |    |              |    |               |       |    |            |
| (611)                    | 2.10   | 260  | R  | From  | Botetourt County Line       |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (611)                    | 1.40   | 200  | R  | To    | 81-738                      |            |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
| (611)                    | 5.41   | 180  | R  | From  | 81-661                      |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                          |        |      |    | To    | 81-612                      |            |        |        |        |    |              |    |               |       |    |            |
| (612)                    | 2.04   | 40   | R  | From  | Botetourt County Line       |            |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                          |        |      |    | To    | 2.04 MN OF CL               |            |        |        |        |    |              |    |               |       |    |            |
| (612)                    | 0.66   | 50   | R  | From  | 2.05 MN OF CL               |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (612)                    | 1.60   | 100  | R  | To    | 81-807                      |            |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                          |        |      |    | To    | 81-662                      |            |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus                 | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|---------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|------------|------|
|                   |        |      |    |       |                     | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |            |      |
| Rockbridge County |        |      |    |       |                     |       |        |        |        |    |           |    |            |       |            |      |
| 612               | 1.50   | 230  | R  | From: | 81-662              |       |        |        |        | NA |           |    | NA         |       | 1998       |      |
|                   |        |      |    | To:   |                     |       |        |        |        |    |           |    |            |       |            |      |
| 612               | 3.88   | 520  | G  | 95%   | 0%                  | 3%    | 2%     | 0%     | 0%     | C  | 0.114     | F  | 0.632      | 520   | G          | 2002 |
|                   |        |      |    | To:   | SR 251              |       |        |        |        |    |           |    |            |       |            |      |
| 613               | 1.03   | 920  | G  | 94%   | 1%                  | 2%    | 2%     | 1%     | 0%     | C  | 0.096     | F  | 0.621      | 930   | G          | 2002 |
|                   |        |      |    | To:   | 81-724              |       |        |        |        |    |           |    |            |       |            |      |
| 613               | 2.70   | 530  | R  | From: |                     |       |        |        |        | NA |           |    | NA         |       | 1998       |      |
|                   |        |      |    | To:   |                     |       |        |        |        |    |           |    |            |       |            |      |
| 613               | 0.90   | 320  | R  | From: | 81-917              |       |        |        |        | NA |           |    | NA         |       | 09/05/2001 |      |
|                   |        |      |    | To:   | 81-606              |       |        |        |        |    |           |    |            |       |            |      |
| 614               | 3.10   | 20   | R  | From: | Dead End            |       |        |        |        | NA |           |    | NA         |       | 08/20/2001 |      |
|                   |        |      |    | To:   | SR 42 SOUTH         |       |        |        |        |    |           |    |            |       |            |      |
| 614               | 1.22   | 270  | R  | From: | SR 42 NORTH         |       |        |        |        | NA |           |    | NA         |       | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-601              |       |        |        |        |    |           |    |            |       |            |      |
| 615               | 1.40   | 30   | R  | From: | Dead End            |       |        |        |        | NA |           |    | NA         |       | 08/20/2001 |      |
|                   |        |      |    | To:   | SR 42 SOUTH         |       |        |        |        |    |           |    |            |       |            |      |
| 615               | 3.00   | 30   | R  | From: | SR 42 NORTH         |       |        |        |        | NA |           |    | NA         |       | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-601              |       |        |        |        |    |           |    |            |       |            |      |
| 616               | 1.00   | 80   | R  | From: | SR 42               |       |        |        |        | NA |           |    | NA         |       | 08/23/2001 |      |
|                   |        |      |    | To:   | Dead End            |       |        |        |        |    |           |    |            |       |            |      |
| 617               | 0.20   | 10   | R  | From: | Dead End            |       |        |        |        | NA |           |    | NA         |       | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-601              |       |        |        |        |    |           |    |            |       |            |      |
| 618               | 0.40   | 4    | R  | From: | 81-780              |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
|                   |        |      |    | To:   | Dead End            |       |        |        |        |    |           |    |            |       |            |      |
| 619               | 0.12   | 6    | R  | From: | 81-729              |       |        |        |        | NA |           |    | NA         |       | 08/23/2001 |      |
|                   |        |      |    | To:   | Dead End            |       |        |        |        |    |           |    |            |       |            |      |
| 620               | 3.35   | 70   | R  | From: | 81-726              |       |        |        |        | NA |           |    | NA         |       | 1998       |      |
|                   |        |      |    | To:   | 81-725 SOUTH        |       |        |        |        |    |           |    |            |       |            |      |
| 620               | 0.20   | 30   | R  | From: |                     |       |        |        |        | NA |           |    | NA         |       | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-725 NORTH        |       |        |        |        |    |           |    |            |       |            |      |
| 620               | 0.40   | 40   | R  | From: |                     |       |        |        |        | NA |           |    | NA         |       | 08/20/2001 |      |
|                   |        |      |    | To:   | Augusta County Line |       |        |        |        |    |           |    |            |       |            |      |
| 621               | 0.30   | 20   | R  | From: | Dead End            |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
|                   |        |      |    | To:   | 81-623 WEST         |       |        |        |        |    |           |    |            |       |            |      |
| 621               | 0.30   | 120  | R  | From: | 81-623 EAST         |       |        |        |        | NA |           |    | NA         |       | 1998       |      |
|                   |        |      |    | To:   | 81-602              |       |        |        |        |    |           |    |            |       |            |      |
| 622               | 0.52   | 230  | R  | From: | 81-627              |       |        |        |        | NA |           |    | NA         |       | 08/16/2001 |      |
|                   |        |      |    | To:   | 81-626              |       |        |        |        |    |           |    |            |       |            |      |
| 622               | 0.60   | 30   | R  | From: |                     |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
|                   |        |      |    | To:   | 81-741              |       |        |        |        |    |           |    |            |       |            |      |
| 622               | 0.80   | 70   | R  | From: |                     |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
|                   |        |      |    | To:   | 81-623 NORTH        |       |        |        |        |    |           |    |            |       |            |      |



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| Route             | Length | AADT | QA | 4Tire | Bus            | Truck |        |        |        | QC    | Peak Hour | QK    | Dir Factor | AAWDT      | QW         | Year |      |
|-------------------|--------|------|----|-------|----------------|-------|--------|--------|--------|-------|-----------|-------|------------|------------|------------|------|------|
|                   |        |      |    |       |                | 2Axle | 3+Axle | 1Trail | 2Trail |       |           |       |            |            |            |      |      |
| Rockbridge County |        |      |    |       |                |       |        |        |        |       |           |       |            |            |            |      |      |
| 622               | 1.60   | 340  | G  | From: | 81-623 SOUTH   |       |        |        | C      | 0.103 | F         | 0.526 | 350        | G          | 2002       |      |      |
|                   |        |      |    | To:   | 81-624         |       |        |        |        |       |           |       |            |            |            |      |      |
| 622               | 2.19   | 7    | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/13/2001 |            |      |      |
|                   |        |      |    | To:   | 81-602 NORTH   |       |        |        |        |       |           |       |            |            |            |      |      |
| 622               | 1.56   | 60   | R  | From: | 81-602 SOUTH   |       |        |        | NA     |       |           | NA    |            | 08/16/2001 |            |      |      |
|                   |        |      |    | To:   | SR 39          |       |        |        |        |       |           |       |            |            |            |      |      |
| 622               | 0.20   | 190  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 1998       |            |      |      |
|                   |        |      |    | To:   | 81-728         |       |        |        |        |       |           |       |            |            |            |      |      |
| 622               | 0.69   | 100  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/16/2001 |            |      |      |
|                   |        |      |    | To:   | 0.69 ME 81-728 |       |        |        |        |       |           |       |            |            |            |      |      |
| 622               | 1.40   | 47   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/16/2001 |            |      |      |
|                   |        |      |    | To:   | 2.09 ME 81-728 |       |        |        |        |       |           |       |            |            |            |      |      |
| 622               | 0.41   | 150  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/16/2001 |            |      |      |
|                   |        |      |    | To:   | 81-716         |       |        |        |        |       |           |       |            |            |            |      |      |
|                   |        |      |    |       |                |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 1.06   | 820  | G  | From: | US 60          |       |        |        | C      | 0.129 | F         | 0.667 | 840        | G          | 2002       |      |      |
|                   |        |      |    | To:   | 81-622 SOUTH   |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 0.38   | 320  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 1998       |            |      |      |
|                   |        |      |    | To:   | 81-622 NORTH   |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 1.00   | 200  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/16/2001 |            |      |      |
|                   |        |      |    | To:   | 1.00 MN 81-622 |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 1.89   | 50   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/16/2001 |            |      |      |
|                   |        |      |    | To:   | 81-621 EAST    |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 0.20   | 100  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/13/2001 |            |      |      |
|                   |        |      |    | To:   | 0.20 MN 81-621 |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 0.60   | 60   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/13/2001 |            |      |      |
|                   |        |      |    | To:   | 81-621 WEST    |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 0.60   | 40   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/13/2001 |            |      |      |
|                   |        |      |    | To:   | 0.60 MN 81-621 |       |        |        |        |       |           |       |            |            |            |      |      |
| 623               | 0.50   | 80   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 1998       |            |      |      |
|                   |        |      |    | To:   | SR 39          |       |        |        |        |       |           |       |            |            |            |      |      |
|                   |        |      |    |       |                |       |        |        |        |       |           |       |            |            |            |      |      |
| 624               | 0.60   | 40   | R  | From: | 81-631         |       |        |        | NA     |       |           |       | NA         |            | 08/13/2001 |      |      |
|                   |        |      |    | To:   | 0.60 MN 81-631 |       |        |        |        |       |           |       |            |            |            |      |      |
| 624               | 0.20   | 10   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 1998       |            |      |      |
|                   |        |      |    | To:   | 0.80 MN 81-631 |       |        |        |        |       |           |       |            |            |            |      |      |
| 624               | 0.65   | 30   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/13/2001 |            |      |      |
|                   |        |      |    | To:   | 1.45 MN 81-631 |       |        |        |        |       |           |       |            |            |            |      |      |
| 624               | 0.05   | 20   | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 1998       |            |      |      |
|                   |        |      |    | To:   | 81-625 EAST    |       |        |        |        |       |           |       |            |            |            |      |      |
| 624               | 2.15   | 20   | R  | From: | 81-625 WEST    |       |        |        | NA     |       |           | NA    |            | 08/13/2001 |            |      |      |
|                   |        |      |    | To:   | 81-622         |       |        |        |        |       |           |       |            |            |            |      |      |
| 624               | 0.90   | 270  | G  | From: | 92%            | 3%    | 1%     | 4%     | 0%     | 0%    | C         | 0.114 | F          | 0.6        | 280        | G    | 2002 |
|                   |        |      |    | To:   | 81-602         |       |        |        |        |       |           |       |            |            |            |      |      |
|                   |        |      |    |       |                |       |        |        |        |       |           |       |            |            |            |      |      |
| 625               | 0.25   | 320  | R  | From: | 81-631         |       |        |        | NA     |       |           |       | NA         |            | 1998       |      |      |
|                   |        |      |    | To:   | 81-624 WEST    |       |        |        |        |       |           |       |            |            |            |      |      |
| 625               | 1.10   | 210  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 08/13/2001 |            |      |      |
|                   |        |      |    | To:   | 81-624 EAST    |       |        |        |        |       |           |       |            |            |            |      |      |
| 625               | 1.30   | 120  | R  | From: |                |       |        |        | NA     |       |           | NA    |            | 1998       |            |      |      |
|                   |        |      |    | To:   | 81-602         |       |        |        |        |       |           |       |            |            |            |      |      |

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| Route             | Length | AADT | QA | 4Tire      | Bus                 | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|------------|---------------------|-------|--------|--------|--------|----|-----------|----|------------|-------|------------|------|
|                   |        |      |    |            |                     | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |            |      |
| Rockbridge County |        |      |    |            |                     |       |        |        |        |    |           |    |            |       |            |      |
| 626               | 0.60   | 200  | R  | From       | 81-622              |       |        |        |        | NA |           |    | NA         |       | 08/16/2001 |      |
| 626               | 0.80   | 70   | R  | To<br>From | 0.60 MN 81-622      |       |        |        |        | NA |           |    | NA         |       | 08/16/2001 |      |
| 626               | 1.00   | 40   | R  | To<br>From | 81-755              |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
|                   |        |      |    | To         | Dead End            |       |        |        |        |    |           |    |            |       |            |      |
| 627               | 0.10   | 450  | R  | From       | 81-850              |       |        |        |        | NA |           |    | NA         |       | 1998       |      |
| 627               | 0.86   | 490  | R  | To<br>From | 81-638              |       |        |        |        | NA |           |    | NA         |       | 08/16/2001 |      |
| 627               | 1.29   | 130  | R  | To<br>From | 81-622              |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
| 627               | 0.70   | 30   | R  | To<br>From | 81-628              |       |        |        |        | NA |           |    | NA         |       | 08/16/2001 |      |
| 627               | 0.80   | 20   | R  | To<br>From | 81-755              |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
|                   |        |      |    | To         | Dead End            |       |        |        |        |    |           |    |            |       |            |      |
| 628               | 0.80   | 70   | R  | From       | 81-627              |       |        |        |        | NA |           |    | NA         |       | 08/16/2001 |      |
|                   |        |      |    | To         | Dead End            |       |        |        |        |    |           |    |            |       |            |      |
| 629               | 0.40   | 30   | R  | From       | Dead End            |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
| 629               | 1.70   | 120  | R  | To<br>From | 81-821              |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
| 629               | 1.40   | 46   | R  | To<br>From | 81-850              |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
| 629               | 0.73   | 20   | R  | To<br>From | 1.40 ME 81-850      |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
| 629               | 0.71   | 40   | R  | To<br>From | 2.13 ME 81-850      |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
| 629               | 1.21   | 50   | R  | To<br>From | 2.84 ME 81-850      |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
| 629               | 0.95   | 80   | R  | To<br>From | 4.05 ME 81-850      |       |        |        |        | NA |           |    | NA         |       | 08/09/2001 |      |
|                   |        |      |    | To         | 5.00 ME 81-850      |       |        |        |        |    |           |    |            |       |            |      |
| 630               | 0.19   | 70   | R  | From       | Dead End            |       |        |        |        | NA |           |    | NA         |       | 1998       |      |
|                   |        |      |    | To         | US 11               |       |        |        |        |    |           |    |            |       |            |      |
| 631               | 0.80   | 20   | R  | From       | Dead End            |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
| 631               | 0.11   | 20   | R  | To<br>From | 81-634              |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
| 631               | 0.53   | 100  | R  | To<br>From | 0.11 ME 81-634      |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
| 631               | 0.76   | 20   | R  | To<br>From | 81-638 WEST         |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
| 631               | 0.71   | 80   | R  | To<br>From | 81-638 EAST         |       |        |        |        | NA |           |    | NA         |       | 08/13/2001 |      |
|                   |        |      |    | To         | 0.71 ME 81-638      |       |        |        |        | NA |           |    |            |       |            |      |
| 631               | 0.17   | 120  | R  | From       | 81-850 Gap Terminus |       |        |        |        | NA |           |    | NA         |       | 1998       |      |

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| Route             | Length | AADT | QA | 4Tire | Bus                | -----Truck----- |        |        |        | QC    | Peak<br>Hour | QK    | Dir<br>Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|--------------------|-----------------|--------|--------|--------|-------|--------------|-------|---------------|-------|------------|------|
|                   |        |      |    |       |                    | 2Axle           | 3+Axle | 1Trail | 2Trail |       |              |       |               |       |            |      |
| Rockbridge County |        |      |    |       |                    |                 |        |        |        |       |              |       |               |       |            |      |
| 631               | 0.77   | 480  | G  | From: | US 60 Gap Terminus |                 |        |        | F      | 0.107 | F            | 0.5   | 480           | G     | 2002       |      |
|                   |        |      |    | To:   | 81-751             |                 |        |        |        |       |              |       |               |       |            |      |
| 631               | 3.23   | 170  | G  | From: | 81-664             |                 |        |        | F      | 0.106 | F            | 0.6   | 170           | G     | 2002       |      |
|                   |        |      |    | To:   | US 11              |                 |        |        |        |       |              |       |               |       |            |      |
| 631               | 2.40   | 710  | G  | From: | 81-705             |                 |        |        | F      | 0.094 | F            | 0.532 | 720           | G     | 2002       |      |
|                   |        |      |    | To:   | 81-703 EAST        |                 |        |        |        |       |              |       |               |       |            |      |
| 631               | 1.73   | 710  | N  | From: | 81-608             |                 |        |        | N      | 0.094 | N            | 0.532 | 720           | N     | 2002       |      |
|                   |        |      |    | To:   | 81-704 WEST        |                 |        |        |        |       |              |       |               |       |            |      |
| 631               | 0.59   | 1700 | G  | From: | 81-704 WEST        |                 |        |        | F      | 0.092 | F            | 0.645 | 1800          | G     | 2002       |      |
|                   |        |      |    | To:   | NCL BUENA VISTA    |                 |        |        |        |       |              |       |               |       |            |      |
| 632               | 0.50   | 5    | R  | From: | Dead End           |                 |        |        |        | NA    |              |       | NA            |       | 08/13/2001 |      |
|                   |        |      |    | To:   | 81-638             |                 |        |        |        |       |              |       |               |       |            |      |
| 633               | 2.90   | 70   | R  | From: | Bath County Line   |                 |        |        |        | NA    |              |       | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To:   | 81-780             |                 |        |        |        |       |              |       |               |       |            |      |
| 633               | 1.35   | 50   | R  | From: | 1.35 ME 81-780     |                 |        |        |        | NA    |              |       | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To:   | 81-850             |                 |        |        |        |       |              |       |               |       |            |      |
| 633               | 0.08   | 50   | R  | From: | Dead End           |                 |        |        |        | NA    |              |       | NA            |       | 1998       |      |
|                   |        |      |    | To:   | 81-631             |                 |        |        |        |       |              |       |               |       |            |      |
| 634               | 0.30   | 1    | R  | From: | Dead End           |                 |        |        |        | NA    |              |       | NA            |       | 08/13/2001 |      |
|                   |        |      |    | To:   | 81-718             |                 |        |        |        |       |              |       |               |       |            |      |
| 635               | 0.80   | 80   | R  | From: | 81-850             |                 |        |        |        | NA    |              |       | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To:   | Dead End           |                 |        |        |        |       |              |       |               |       |            |      |
| 635               | 0.12   | 130  | R  | From: | Dead End           |                 |        |        |        | NA    |              |       | NA            |       | 08/13/2001 |      |
|                   |        |      |    | To:   | 81-646             |                 |        |        |        |       |              |       |               |       |            |      |
| 635               | 0.10   | 290  | R  | From: | Dead End           |                 |        |        |        | NA    |              |       | NA            |       | 1998       |      |
|                   |        |      |    | To:   | 81-646             |                 |        |        |        |       |              |       |               |       |            |      |
| 636               | 0.40   | 1    | R  | From: | Dead End           |                 |        |        |        | NA    |              |       | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To:   | 81-641             |                 |        |        |        |       |              |       |               |       |            |      |
| 637               | 0.25   | 8    | R  | From: | 81-641             |                 |        |        |        | NA    |              |       | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To:   | 81-639 SOUTH       |                 |        |        |        |       |              |       |               |       |            |      |
| 638               | 0.80   | 50   | R  | From: | 81-639 NORTH       |                 |        |        |        | NA    |              |       | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To:   | 81-631 EAST        |                 |        |        |        |       |              |       |               |       |            |      |
| 638               | 0.30   | 170  | R  | From: | 81-631 WEST        |                 |        |        |        | NA    |              |       | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To:   | 81-632             |                 |        |        |        |       |              |       |               |       |            |      |
| 638               | 1.80   | 30   | R  | From: |                    |                 |        |        |        | NA    |              |       | NA            |       | 08/16/2001 |      |
|                   |        |      |    | To:   |                    |                 |        |        |        |       |              |       |               |       |            |      |
| 638               | 0.40   | 80   | R  | From: |                    |                 |        |        |        | NA    |              |       | NA            |       | 1998       |      |
|                   |        |      |    | To:   |                    |                 |        |        |        |       |              |       |               |       |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus            | -----Truck----- |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|----------------|-----------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                   |        |      |    |       |                | 2Axle           | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| Rockbridge County |        |      |    |       |                |                 |        |        |        |    |           |    |            |       |    |            |
| (638)             | 0.60   | 110  | R  | From  | 81-632         |                 |        |        |        |    | NA        |    |            | NA    |    | 08/13/2001 |
| (638)             | 0.25   | 10   | R  | To    | 81-850         |                 |        |        |        |    | NA        |    |            | NA    |    | 08/13/2001 |
| (638)             | 0.07   | 20   | R  | From  | 81-627         |                 |        |        |        |    | NA        |    |            | NA    |    | 08/13/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |           |    |            |       |    |            |
| (639)             | 0.90   | 80   | R  | From  | Dead End       |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 81-638 SOUTH   |                 |        |        |        |    |           |    |            |       |    |            |
| (639)             | 0.90   | 220  | R  | From  | 81-638 NORTH   |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | US 60 WEST     |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    | From  | US 60 MID      |                 |        |        |        |    |           |    |            |       |    |            |
| (639)             | 1.70   | 70   | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | To    | US 60 EAST     |                 |        |        |        |    |           |    |            |       |    |            |
| (640)             | 0.70   | 50   | R  | From  | US 60          |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | US 60          |                 |        |        |        |    |           |    |            |       |    |            |
| (641)             | 1.00   | 46   | R  | From  | 81-676         |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 1.00 MN 81-676 |                 |        |        |        |    |           |    |            |       |    |            |
| (641)             | 0.40   | 30   | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 81-672 SOUTH   |                 |        |        |        |    |           |    |            |       |    |            |
| (641)             | 1.40   | 70   | R  | From  | 81-672 NORTH   |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 81-644         |                 |        |        |        |    |           |    |            |       |    |            |
| (641)             | 1.00   | 140  | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | To    | 81-643         |                 |        |        |        |    |           |    |            |       |    |            |
| (641)             | 0.60   | 270  | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 81-642         |                 |        |        |        |    |           |    |            |       |    |            |
| (641)             | 1.60   | 290  | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | To    | 81-673         |                 |        |        |        |    |           |    |            |       |    |            |
| (641)             | 1.40   | 460  | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | US 60          |                 |        |        |        |    |           |    |            |       |    |            |
| (642)             | 0.80   | 110  | R  | From  | Dead End       |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 81-641         |                 |        |        |        |    |           |    |            |       |    |            |
| (643)             | 0.25   | 40   | R  | From  | 81-641         |                 |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |           |    |            |       |    |            |
| (644)             | 0.50   | 120  | R  | From  | 81-612         |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | To    | 81-660         |                 |        |        |        |    |           |    |            |       |    |            |
| (644)             | 0.30   | 70   | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 08/06/2001 |
|                   |        |      |    | To    | 81-659 SOUTH   |                 |        |        |        |    |           |    |            |       |    |            |
| (644)             | 1.50   | 60   | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 08/06/2001 |
|                   |        |      |    | To    | 81-659 NORTH   |                 |        |        |        |    |           |    |            |       |    |            |
| (644)             | 0.60   | 120  | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 08/06/2001 |
|                   |        |      |    | To    | SR 251 SOUTH   |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    | From  | SR 251 NORTH   |                 |        |        |        |    |           |    |            |       |    |            |
| (644)             | 1.20   | 40   | R  | From  |                |                 |        |        |        |    | NA        |    |            | NA    |    | 08/06/2001 |
|                   |        |      |    | To    | 81-672 EAST    |                 |        |        |        |    |           |    |            |       |    |            |
| (644)             | 1.70   | 50   | R  | From  | 81-672 WEST    |                 |        |        |        |    | NA        |    |            | NA    |    | 08/06/2001 |
|                   |        |      |    | To    | 81-777         |                 |        |        |        |    |           |    |            |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus                    | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|------------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|------------|------|
|                   |        |      |    |       |                        | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |            |      |
| Rockbridge County |        |      |    |       |                        |                 |        |        |        |    |              |    |               |       |            |      |
| 644               | 0.90   | 6    | R  | From  | 81-777                 |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To    | Dead End; Gap Terminus |                 |        |        |        |    |              |    |               |       |            |      |
| 644               | 1.00   | 80   | R  | From  |                        |                 |        |        |        |    | NA           |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To    | 81-641                 |                 |        |        |        |    |              |    |               |       |            |      |
| 645               | 3.25   | 750  | R  | From  | SR 39                  |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | US 11                  |                 |        |        |        |    |              |    |               |       |            |      |
| 646               | 1.55   | 320  | G  | 94%   | 0%                     | 3%              | 1%     | 1%     | 0%     | C  | 0.107        | F  | 0.781         | 320   | G          | 2002 |
|                   |        |      |    | From  | 81-770                 |                 |        |        |        |    |              |    |               |       |            |      |
| 646               | 2.10   | 190  | R  | From  | 81-651                 |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    |                        |                 |        |        |        |    |              |    |               |       |            |      |
| 646               | 4.19   | 280  | R  | From  | 81-647                 |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-850                 |                 |        |        |        |    |              |    |               |       |            |      |
| 647               | 0.20   | 70   | R  | From  | 81-646                 |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | 81-648; 81-749         |                 |        |        |        |    |              |    |               |       |            |      |
| 647               | 1.10   | 30   | R  | From  |                        |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |            |      |
| 648               | 0.50   | 10   | R  | From  | Dead End               |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | 81-647; 81-749         |                 |        |        |        |    |              |    |               |       |            |      |
| 649               | 1.10   | 50   | R  | From  | 81-646                 |                 |        |        |        |    | NA           |    | NA            |       | 08/13/2001 |      |
|                   |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |            |      |
| 650               | 0.70   | 49   | R  | From  | Dead End               |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | 81-646 SOUTH           |                 |        |        |        |    |              |    |               |       |            |      |
| 650               | 1.00   | 20   | R  | From  | 81-646 NORTH           |                 |        |        |        |    | NA           |    | NA            |       | 08/13/2001 |      |
|                   |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |            |      |
| 651               | 0.50   | 90   | R  | From  | 81-646                 |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | 0.50 MN 81-646         |                 |        |        |        |    |              |    |               |       |            |      |
| 651               | 1.50   | 70   | R  | From  |                        |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |            |      |
| 652               | 0.50   | 220  | R  | From  | 81-770                 |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |            |      |
| 653               | 0.06   | 40   | R  | From  | Dead End               |                 |        |        |        |    | NA           |    | NA            |       | 07/30/2001 |      |
|                   |        |      |    | To    | 81-690                 |                 |        |        |        |    |              |    |               |       |            |      |
| 654               | 1.00   | 30   | R  | From  | 81-770 WEST            |                 |        |        |        |    | NA           |    | NA            |       | 08/13/2001 |      |
|                   |        |      |    | To    | 81-696                 |                 |        |        |        |    |              |    |               |       |            |      |
| 654               | 0.55   | 40   | R  | From  |                        |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | 0.55 ME 81-696         |                 |        |        |        |    |              |    |               |       |            |      |
| 654               | 1.15   | 40   | R  | From  |                        |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | 81-770 EAST            |                 |        |        |        |    |              |    |               |       |            |      |
| 655               | 1.79   | 80   | R  | From  | Dead End               |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To    | 1.79 ME Dead End       |                 |        |        |        |    |              |    |               |       |            |      |
| 655               | 0.25   | 100  | R  | From  |                        |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 2.04 ME Dead End       |                 |        |        |        |    |              |    |               |       |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus                 | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|---------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|------------|------|
|                   |        |      |    |       |                     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |            |      |
| Rockbridge County |        |      |    |       |                     |                 |        |        |        |    |              |    |               |       |            |      |
| (655)             | 0.76   | 160  | R  | From: | 2.04 ME Dead End    |                 |        |        |        |    | NA           |    | NA            |       | 08/09/2001 |      |
|                   |        |      |    | To:   | 81-696              |                 |        |        |        |    |              |    |               |       |            |      |
| (655)             | 0.70   | 150  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To:   | 81-656              |                 |        |        |        |    |              |    |               |       |            |      |
| (655)             | 1.60   | 270  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | 81-657              |                 |        |        |        |    |              |    |               |       |            |      |
| (656)             | 0.40   | 7    | R  | From: | Dead End            |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | 81-655              |                 |        |        |        |    |              |    |               |       |            |      |
| (657)             | 0.25   | 40   | R  | From: | Dead End            |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | 0.25 MN Dead End    |                 |        |        |        |    |              |    |               |       |            |      |
| (657)             | 1.70   | 140  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | 1.95 MN Dead End    |                 |        |        |        |    |              |    |               |       |            |      |
| (657)             | 0.20   | 140  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | 81-655              |                 |        |        |        |    |              |    |               |       |            |      |
| (657)             | 0.15   | 420  | G  | 96%   | 1%                  | 1%              | 2%     | 0%     | 0%     | C  | 0.108        | F  | 0.617         | 420   | G          | 2002 |
|                   |        |      |    | To:   | 81-770              |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
| (657)             | 1.00   | 40   | R  | From: |                     |                 |        |        |        |    |              | NA |               |       |            | NA   |
|                   |        |      |    | To:   | 1.00 MN 81-770      |                 |        |        |        |    |              |    |               |       |            |      |
| (657)             | 0.70   | 20   | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | Dead End            |                 |        |        |        |    |              |    |               |       |            |      |
| (658)             | 0.30   | 40   | R  | From: | 81-770              |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To:   | 0.30 MN 81-770      |                 |        |        |        |    |              |    |               |       |            |      |
| (658)             | 0.40   | 10   | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | Dead End            |                 |        |        |        |    |              |    |               |       |            |      |
| (659)             | 2.60   | 40   | R  | From: | 81-644              |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | 81-644              |                 |        |        |        |    |              |    |               |       |            |      |
| (660)             | 0.40   | 20   | R  | From: | Dead End            |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | 81-644              |                 |        |        |        |    |              |    |               |       |            |      |
| (661)             | 0.10   | 100  | R  | From: | 81-611              |                 |        |        |        |    | NA           |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To:   | 0.10 MN 81-611      |                 |        |        |        |    |              |    |               |       |            |      |
| (661)             | 0.45   | 100  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To:   | 0.55 MN 81-611      |                 |        |        |        |    |              |    |               |       |            |      |
| (661)             | 0.25   | 100  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To:   | 81-662              |                 |        |        |        |    |              |    |               |       |            |      |
| (661)             | 1.50   | 60   | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
|                   |        |      |    | To:   | Dead End            |                 |        |        |        |    |              |    |               |       |            |      |
| (662)             | 2.20   | 160  | R  | From: | 81-661              |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To:   | 81-612              |                 |        |        |        |    |              |    |               |       |            |      |
| (663)             | 0.45   | 220  | R  | From: | US 501 SOUTH        |                 |        |        |        |    | NA           |    | NA            |       | 07/12/2001 |      |
|                   |        |      |    | To:   | 81-841              |                 |        |        |        |    |              |    |               |       |            |      |
| (663)             | 4.62   | 160  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To:   | 1.63 MN GW FOR BNDY |                 |        |        |        |    |              |    |               |       |            |      |
| (663)             | 1.56   | 310  | R  | From: |                     |                 |        |        |        |    | NA           |    | NA            |       | 07/12/2001 |      |
|                   |        |      |    | To:   | US 501 NORTH        |                 |        |        |        |    |              |    |               |       |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus                    | Truck |        |        |        | QC | Peak Hour | QK    | Dir Factor | AAWDT | QW  | Year       |      |
|-------------------|--------|------|----|-------|------------------------|-------|--------|--------|--------|----|-----------|-------|------------|-------|-----|------------|------|
|                   |        |      |    |       |                        | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |       |            |       |     |            |      |
| Rockbridge County |        |      |    |       |                        |       |        |        |        |    |           |       |            |       |     |            |      |
| (664)             | 0.05   | 50   | R  | From  | Dead End               |       |        |        |        |    | NA        |       |            | NA    |     | 08/23/2001 |      |
| (664)             | 0.71   | 50   | R  | To    | 0.05 ME Dead End       |       |        |        |        |    | NA        |       |            | NA    |     | 08/23/2001 |      |
|                   |        |      |    | From  | 81-631                 |       |        |        |        |    |           |       |            |       |     |            |      |
| (665)             | 0.05   | 60   | R  | To    | 81-669                 |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
| (665)             | 1.45   | 40   | R  | From  | 0.05 MN 81-669         |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
|                   |        |      |    | To    | Dead End               |       |        |        |        |    |           |       |            |       |     |            |      |
| (666)             | 0.40   | 340  | R  | From  | 81-670; 117-4262       |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
|                   |        |      |    | To    | US 60                  |       |        |        |        |    |           |       |            |       |     |            |      |
| (667)             | 1.30   | 100  | R  | From  | Dead End               |       |        |        |        |    | NA        |       |            | NA    |     | 08/06/2001 |      |
|                   |        |      |    | To    | 81-612                 |       |        |        |        |    |           |       |            |       |     |            |      |
| (668)             | 0.24   | 60   | R  | From  | SR 39 WEST             |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
|                   |        |      |    | To    | SR 39 EAST             |       |        |        |        |    |           |       |            |       |     |            |      |
| (669)             | 0.40   | 700  | G  | From  | 94%                    | 1%    | 2%     | 3%     | 0%     | 0% | C         | 0.087 | F          | 0.515 | 710 | G          | 2002 |
|                   |        |      |    | To    | US 60 WEST             |       |        |        |        |    |           |       |            |       |     |            |      |
| (669)             | 0.15   | 30   | R  | From  | US 60 MID              |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
|                   |        |      |    | To    | 0.15 ME US 60          |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
| (669)             | 0.10   | 30   | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
|                   |        |      |    | To    | Dead End; Gap Terminus |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
| (669)             | 0.15   | 3    | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
|                   |        |      |    | To    | 81-665                 |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
| (669)             | 0.40   | 70   | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
|                   |        |      |    | To    | US 60 EAST             |       |        |        |        |    |           |       |            |       |     |            |      |
| (670)             | 0.50   | 20   | R  | From  | Dead End               |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
|                   |        |      |    | To    | SR 251 EAST            |       |        |        |        |    |           |       |            |       |     |            |      |
| (670)             | 3.50   | 120  | R  | From  | SR 251 WEST            |       |        |        |        |    | NA        |       |            | NA    |     | 08/02/2001 |      |
|                   |        |      |    | To    | 81-674                 |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
| (670)             | 0.95   | 300  | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
|                   |        |      |    | To    | 81-672 EAST            |       |        |        |        |    |           |       |            |       |     |            |      |
| (670)             | 1.10   | 530  | G  | From  | 96%                    | 1%    | 3%     | 0%     | 0%     | 0% | C         | 0.105 | F          | 0.533 | 530 | G          | 2002 |
|                   |        |      |    | To    | 81-669                 |       |        |        |        |    | F         | 0.093 | F          | 0.533 | 220 | G          | 2002 |
| (670)             | 1.57   | 220  | G  | From  | 96%                    | 1%    | 3%     | 0%     | 0%     | 0% | F         | 0.093 | F          | 0.533 | 220 | G          | 2002 |
|                   |        |      |    | To    | WCL LEXINGTON          |       |        |        |        |    |           |       |            |       |     |            |      |
| (671)             | 0.52   | 100  | R  | From  | Dead End               |       |        |        |        |    | NA        |       |            | NA    |     | 07/16/2001 |      |
|                   |        |      |    | To    | 81-786                 |       |        |        |        |    | NA        |       |            | NA    |     | 07/16/2001 |      |
| (671)             | 0.30   | 140  | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 07/16/2001 |      |
|                   |        |      |    | To    | 0.30 MN 81-786         |       |        |        |        |    | NA        |       |            | NA    |     | 07/16/2001 |      |
| (671)             | 1.00   | 240  | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 07/16/2001 |      |
|                   |        |      |    | To    | 81-735                 |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
| (671)             | 0.15   | 360  | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 1998       |      |
|                   |        |      |    | To    | 0.15 MN 81-735         |       |        |        |        |    | NA        |       |            | NA    |     | 07/16/2001 |      |
| (671)             | 0.30   | 380  | R  | From  |                        |       |        |        |        |    | NA        |       |            | NA    |     | 07/16/2001 |      |
|                   |        |      |    | To    | 81-801                 |       |        |        |        |    |           |       |            |       |     |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus            | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|----------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                   |        |      |    |       |                | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| Rockbridge County |        |      |    |       |                |       |        |        |        |    |           |    |            |       |    |            |
| (671)             | 0.60   | 120  | R  | From: | 81-801         |       |        |        |        |    | NA        |    |            | NA    |    | 07/16/2001 |
| (671)             | 1.59   | 240  | G  | To:   | 81-701         |       |        |        |        | C  | 0.124     | F  | 0.6        | 250   | G  | 2002       |
|                   |        |      |    | From: | SCL LEXINGTON  |       |        |        |        |    |           |    |            |       |    |            |
| (672)             | 0.90   | 170  | R  | From: | SR 251; 81-770 |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (672)             | 0.70   | 170  | R  | To:   | 81-644 SOUTH   |       |        |        |        |    | NA        |    |            | NA    |    | 08/09/2001 |
| (672)             | 0.50   | 110  | R  | From: | 81-644 NORTH   |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (672)             | 0.20   | 230  | R  | To:   | 81-641 SOUTH   |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (672)             | 1.80   | 140  | R  | From: | 81-641 NORTH   |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (672)             | 1.90   | 310  | R  | To:   | 81-676         |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (672)             | 2.29   | 220  | G  | From: | 81-670 WEST    |       |        |        |        | C  | 0.161     | F  | 0.667      | 220   | G  | 2002       |
|                   |        |      |    | To:   | WCL LEXINGTON  |       |        |        |        |    |           |    |            |       |    |            |
| (673)             | 0.90   | 46   | R  | From: | 81-672         |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To:   | 81-641         |       |        |        |        |    |           |    |            |       |    |            |
| (674)             | 0.15   | 20   | R  | From: | Dead End       |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (674)             | 1.50   | 80   | R  | To:   | 81-675         |       |        |        |        |    | NA        |    |            | NA    |    | 08/12/2001 |
| (674)             | 0.10   | 20   | R  | From: | 81-753         |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (674)             | 0.80   | 20   | R  | To:   | 0.10 MN 81-753 |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (674)             | 1.30   | 310  | R  | From: | SR 251 SOUTH   |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To:   | SR 251 NORTH   |       |        |        |        |    |           |    |            |       |    |            |
| (674)             | 0.50   | 140  | R  | From: | 81-687         |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (674)             | 0.89   | 80   | R  | To:   | 0.50 MN 81-687 |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (674)             | 0.21   | 90   | R  | From: | 1.39 MN 81-687 |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-670         |       |        |        |        |    |           |    |            |       |    |            |
| (675)             | 1.92   | 240  | R  | From: | Dead End       |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (675)             | 1.20   | 100  | R  | To:   | SR 251 NORTH   |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | From: | SR 251 SOUTH   |       |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    | To:   | 81-674         |       |        |        |        |    |           |    |            |       |    |            |
| (676)             | 0.50   | 140  | R  | From: | SR 251         |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
| (676)             | 0.40   | 100  | R  | To:   | 81-641         |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (676)             | 1.20   | 80   | R  | From: | 0.40 MN 81-641 |       |        |        |        |    | NA        |    |            | NA    |    | 08/02/2001 |
|                   |        |      |    | To:   | 1.60 MN 81-641 |       |        |        |        |    |           |    |            |       |    |            |



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| Route             | Length | AADT | QA | 4Tire | Bus                    | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|------------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                        | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge Countv |        |      |    |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
| 676               | 0.50   | 60   | R  | From: | 1.60 MN 81-641         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-672                 |                 |        |        |        |    |              |    |               |       |    |            |
| 677               | 0.28   | 90   | R  | From: | Dead End               |                 |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
|                   |        |      |    | To:   | 81-612 NORTH           |                 |        |        |        |    |              |    |               |       |    |            |
| 677               | 1.89   | 600  | R  | From: | 81-612 SOUTH           |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | SR 251                 |                 |        |        |        |    |              |    |               |       |    |            |
| 678               | 0.01   | 10   | R  | From: | 81-610                 |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To:   | 0.01 ME 81-610         |                 |        |        |        |    |              |    |               |       |    |            |
| 678               | 0.36   | 10   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To:   | Dead End; Gap Terminus |                 |        |        |        |    |              |    |               |       |    |            |
| 678               | 1.00   | 100  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | 1.00 M FRM Dead End    |                 |        |        |        |    |              |    |               |       |    |            |
| 678               | 0.29   | 100  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | 1.29 M FRM Dead End    |                 |        |        |        |    |              |    |               |       |    |            |
| 678               | 0.21   | 100  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | US 11                  |                 |        |        |        |    |              |    |               |       |    |            |
| Town of Glasgow   |        |      |    |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
| 679               | 0.07   | 10   | R  | From: | Dead End               |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-1115                |                 |        |        |        |    |              |    |               |       |    |            |
| 679               | 0.06   | 150  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | 81-1105 NORTH          |                 |        |        |        |    |              |    |               |       |    |            |
| 679               | 0.07   | 380  | R  | From: | 81-1105 SOUTH          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | WCL GLASGOW            |                 |        |        |        |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
| 679               | 3.12   | 580  | R  | From: | WCL GLASGOW            |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | 81-608                 |                 |        |        |        |    |              |    |               |       |    |            |
| 679               | 0.60   | 350  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-680 SOUTH           |                 |        |        |        |    |              |    |               |       |    |            |
| 679               | 1.60   | 60   | R  | From: | 81-680 NORTH           |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | 1.60 MN 81-680         |                 |        |        |        |    |              |    |               |       |    |            |
| 679               | 0.29   | 110  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | US 11                  |                 |        |        |        |    |              |    |               |       |    |            |
| 680               | 3.10   | 570  | G  | From: | US 11                  |                 |        |        |        | C  | 0.086        | F  | 0.52          | 580   | G  | 2002       |
|                   |        |      |    | To:   | 81-608                 |                 |        |        |        |    |              |    |               |       |    |            |
| 681               | 0.79   | 340  | R  | From: | 81-631                 |                 |        |        |        |    | NA           |    |               | NA    |    | 1995       |
|                   |        |      |    | To:   | Dead End               |                 |        |        |        |    |              |    |               |       |    |            |
| 682               | 0.20   | 60   | R  | From: | 81-610                 |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 0.20 ME 81-610         |                 |        |        |        |    |              |    |               |       |    |            |
| 682               | 0.20   | 30   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To:   | Dead End               |                 |        |        |        |    |              |    |               |       |    |            |
| 683               | 1.29   | 20   | R  | From: | 81-734                 |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To:   | 1.29 MN 81-734         |                 |        |        |        |    |              |    |               |       |    |            |
| 683               | 0.21   | 30   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To:   | 81-610                 |                 |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus                | Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|--------------------|------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                    | 2Axle      | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Town of Glasgow   |        |      |    |       |                    |            |        |        |        |    |              |    |               |       |    |            |
| (684)             | 0.50   | 100  | R  | From: | Dead End           |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (684)             | 0.18   | 3600 | G  | To:   | SR 130             |            |        |        |        | C  | 0.105        | F  | 0.650         | 3600  | G  | 2002       |
| (684)             | 0.14   | 1900 | G  | From: | 81-783             |            |        |        |        | F  | 0.1          | F  | 0.601         | 2000  | G  | 2002       |
| (684)             | 0.26   | 1100 | G  | To:   | 81-1106            |            |        |        |        | F  | 0.112        | F  | 0.657         | 1100  | G  | 2002       |
| (684)             | 0.36   | 960  | G  | From: | 81-1104            |            |        |        |        | F  | 0.114        | F  | 0.646         | 970   | G  | 2002       |
|                   |        |      |    | To:   | WCL GLASGOW        |            |        |        |        |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                    |            |        |        |        |    |              |    |               |       |    |            |
| (684)             | 1.83   | 870  | G  | From: | WCL GLASGOW        |            |        |        |        | F  | 0.101        | F  | 0.743         | 880   | G  | 2002       |
|                   |        |      |    | To:   | 81-608 WEST        |            |        |        |        |    |              |    |               |       |    |            |
| (684)             | 2.01   | 640  | G  | From: | 81-608 SOUTH       |            |        |        |        | F  | 0.12         | F  | 0.737         | 650   | G  | 2002       |
|                   |        |      |    | To:   | US 11; FR-319      |            |        |        |        |    |              |    |               |       |    |            |
| (686)             | 0.46   | 49   | R  | From: | Dead End           |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (686)             | 0.60   | 180  | R  | To:   | 81-743             |            |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | From: |                    |            |        |        |        |    |              |    |               |       |    |            |
| (686)             | 0.60   | 390  | R  | To:   | 81-690             |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | US 11              |            |        |        |        |    |              |    |               |       |    |            |
| (687)             | 2.28   | 360  | G  | From: | 81-674             |            |        |        |        | C  | 0.115        | F  | 0.805         | 360   | G  | 2002       |
|                   |        |      |    | To:   | WCL LEXINGTON      |            |        |        |        |    |              |    |               |       |    |            |
| (688)             | 0.08   | 150  | R  | From: | 81-773             |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (688)             | 2.10   | 170  | G  | To:   | 81-772             |            |        |        |        | C  | 0.097        | F  | 0.647         | 180   | G  | 2002       |
|                   |        |      |    | To:   | 81-608             |            |        |        |        |    |              |    |               |       |    |            |
| (689)             | 0.90   | 1800 | R  | From: | 81-743             |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | SR 130             |            |        |        |        |    |              |    |               |       |    |            |
| (690)             | 1.92   | 230  | R  | From: | 81-610             |            |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (690)             | 0.61   | 490  | R  | To:   | 81-653             |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-686             |            |        |        |        |    |              |    |               |       |    |            |
| (691)             | 0.30   | 8    | R  | From: | Dead End           |            |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To:   | 81-610 NORTH       |            |        |        |        |    |              |    |               |       |    |            |
| (691)             | 2.00   | 46   | R  | From: | 81-610 SOUTH       |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-609             |            |        |        |        |    |              |    |               |       |    |            |
| (692)             | 1.45   | 120  | G  | From: | 81-610             |            |        |        |        | C  | 0.167        | F  | 0.522         | 120   | G  | 2002       |
|                   |        |      |    | To:   | 81-609 NORTH       |            |        |        |        |    |              |    |               |       |    |            |
| (692)             | 0.06   | 190  | G  | From: | 92% 2% 4% 1% 1% 0% |            |        |        |        | F  | 0.123        | F  | 0.571         | 200   | G  | 2002       |
|                   |        |      |    | To:   | 81-609 SOUTH       |            |        |        |        |    |              |    |               |       |    |            |
| (692)             | 0.05   | 50   | R  | From: |                    |            |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 0.05 ME 81-609     |            |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus            | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|----------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge Countv |        |      |    |       |                |                 |        |        |        |    |              |    |               |       |    |            |
| 692               | 0.04   | 6    | R  | From  | 0.05 ME 81-609 |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| 693               | 0.50   | 30   | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-610 WEST    |                 |        |        |        |    |              |    |               |       |    |            |
| 693               | 0.80   | 150  | R  | From  | 81-610 EAST    |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                   |        |      |    | To    | FR-231         |                 |        |        |        |    |              |    |               |       |    |            |
| 693               | 0.22   | 210  | R  | From  | FR-55          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | FR-55          |                 |        |        |        |    |              |    |               |       |    |            |
| 694               | 0.10   | 10   | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-610         |                 |        |        |        |    |              |    |               |       |    |            |
| 695               | 0.20   | 60   | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-608         |                 |        |        |        |    |              |    |               |       |    |            |
| 696               | 0.30   | 50   | R  | From  | 81-655         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/09/2001 |
|                   |        |      |    | To    | 81-654         |                 |        |        |        |    |              |    |               |       |    |            |
| 697               | 0.90   | 170  | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-699         |                 |        |        |        |    |              |    |               |       |    |            |
| 698               | 1.50   | 20   | R  | From  | 81-700         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-608         |                 |        |        |        |    |              |    |               |       |    |            |
| 699               | 3.90   | 490  | G  | 96%   | 1%             | 3%              | 0%     | 0%     | 0%     | C  | 0.101        | F  | 0.731         | 500   | G  | 2002       |
|                   |        |      |    | To    | 81-608 SOUTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 699               | 1.20   | 100  | R  | From  | 81-608 NORTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| 700               | 0.70   | 50   | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-608 NORTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 700               | 0.10   | 130  | R  | From  | 81-608 SOUTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-795         |                 |        |        |        |    |              |    |               |       |    |            |
| 700               | 0.80   | 120  | R  | From  |                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-698         |                 |        |        |        |    |              |    |               |       |    |            |
| 700               | 2.00   | 110  | R  | From  |                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 2.00 MN 81-698 |                 |        |        |        |    |              |    |               |       |    |            |
| 700               | 1.50   | 240  | R  | From  |                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-699 SOUTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 700               | 0.49   | 190  | R  | From  | 81-699 NORTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| 701               | 0.15   | 60   | R  | From  | US 11          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 0.15 ME US 11  |                 |        |        |        |    |              |    |               |       |    |            |
| 701               | 0.85   | 50   | R  | From  |                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-671         |                 |        |        |        |    |              |    |               |       |    |            |
| 702               | 0.10   | 240  | R  | From  | US 60          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-744         |                 |        |        |        |    |              |    |               |       |    |            |
| 702               | 0.02   | 590  | R  | From  |                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |

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| Route                    | Length | AADT | QA | 4Tire | Bus             | Truck |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----------------|-------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                          |        |      |    |       |                 | 2Axle | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| <b>Rockbridge County</b> |        |      |    |       |                 |       |        |        |        |    |           |    |            |       |    |            |
| (703)                    | 0.26   | 40   | R  | From  | Dead End        |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (703)                    | 0.40   | 310  | R  | To    | 81-608          |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (703)                    | 1.03   | 310  | R  | From  | 0.40 MW 81-608  |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (703)                    | 3.70   | 180  | R  | To    | 81-631          |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (703)                    |        |      |    | From  | 81-716          |       |        |        |        |    |           |    |            |       |    |            |
| (704)                    | 1.80   | 390  | R  | To    | NCL BUENA VISTA |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (705)                    | 3.06   | 270  | R  | From  | 81-631 NORTH    |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (705)                    | 1.60   | 130  | R  | To    | 81-703          |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (705)                    | 0.70   | 80   | R  | From  | 81-706          |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (706)                    | 3.38   | 470  | G  | To    | Dead End        |       |        |        |        |    |           |    |            |       |    |            |
| (706)                    | 1.72   | 410  | G  | From  | 81-631          |       |        |        |        | F  | 0.101     | F  | 0.532      | 470   | G  | 2002       |
| (706)                    | 1.40   | 170  | R  | To    | 81-716          |       |        |        |        | F  | 0.098     | F  | 0.582      | 420   | G  | 2002       |
| (706)                    | 1.30   | 100  | R  | From  | 81-714          |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (706)                    | 0.60   | 340  | R  | To    | 81-712          |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (706)                    | 1.20   | 160  | R  | From  | 81-710          |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (706)                    | 0.20   | 160  | R  | To    | 81-711 NORTH    |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (706)                    | 1.10   | 180  | R  | From  | 81-709          |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (706)                    | 1.40   | 190  | R  | To    | 81-707 SOUTH    |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (706)                    | 0.15   | 740  | G  | From  | 81-707 NORTH    |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (706)                    | 1.70   | 830  | G  | To    | US 11           |       |        |        |        | C  | 0.103     | F  | 0.575      | 750   | G  | 2002       |
| (707)                    | 1.09   | 170  | R  | From  | 81-794          |       |        |        |        | F  | 0.1       | F  | 0.616      | 840   | G  | 2002       |
| (708)                    | 2.55   | 160  | R  | To    | 81-606          |       |        |        |        |    |           |    |            |       |    |            |
| (707)                    | 0.37   | 30   | R  | From  | US 11           |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (708)                    | 0.14   | 280  | R  | To    | 81-706 SOUTH    |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (708)                    |        |      |    | From  | 81-706 NORTH    |       |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (708)                    |        |      |    | To    | Dead End        |       |        |        |        |    |           |    |            |       |    |            |
| (708)                    |        |      |    | From  | 81-608          |       |        |        |        |    | NA        |    |            | NA    |    | 07/26/2001 |
| (708)                    |        |      |    | To    | 81-773          |       |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (708)                    |        |      |    | To    | SR 130          |       |        |        |        |    |           |    |            |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus            | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|----------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                |                 |        |        |        |    |              |    |               |       |    |            |
| 709               | 1.60   | 30   | R  | From  | 81-706         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-608         |                 |        |        |        |    |              |    |               |       |    |            |
| 710               | 1.80   | 560  | R  | From  | SR 252         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To    | 81-723         |                 |        |        |        |    |              |    |               |       |    |            |
| 710               | 0.40   | 430  | R  | From  | 81-717 NORTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-717 SOUTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 710               | 0.95   | 2100 | G  | 89%   | 2%             | 3%              | 5%     | 1%     | 0%     | F  | 0.115        | F  | 0.593         | 2200  | G  | 2002       |
| 710               | 0.41   | 3500 | G  | From  | 81-613         |                 |        |        |        | C  | 0.092        | F  | 0.531         | 3600  | G  | 2002       |
|                   |        |      |    | To    | US 11 NORTH    |                 |        |        |        |    |              |    |               |       |    |            |
| 710               | 1.67   | 380  | R  | From  | US 11 SOUTH    |                 |        |        |        |    | NA           |    |               | NA    |    | 09/05/2001 |
|                   |        |      |    | To    | 81-822         |                 |        |        |        |    |              |    |               |       |    |            |
| 710               | 1.03   | 440  | R  | From  | 81-822         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-608         |                 |        |        |        |    |              |    |               |       |    |            |
| 711               | 0.80   | 630  | R  | From  | US 11          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-706 SOUTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 711               | 0.50   | 80   | R  | From  | 81-706 NORTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 1.30   | 20   | R  | From  | 81-602         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To    | 81-729 SOUTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 0.25   | 60   | R  | From  | 81-729 SOUTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-729 NORTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 0.80   | 90   | R  | From  | 81-729 NORTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To    | 0.80 ME 81-729 |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 0.20   | 70   | R  | From  | 81-729         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-726         |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 0.40   | 220  | R  | From  | 81-726         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To    | SR 252         |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 2.20   | 210  | G  | 96%   | 1%             | 2%              | 1%     | 0%     | 0%     | F  | 0.11         | F  | 0.565         | 210   | G  | 2002       |
|                   |        |      |    | To    | 81-717 NORTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 1.67   | 420  | G  | 96%   | 1%             | 2%              | 1%     | 0%     | 0%     | C  | 0.111        | F  | 0.578         | 420   | G  | 2002       |
|                   |        |      |    | To    | US 11 SOUTH    |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 1.10   | 250  | R  | From  | US 11 NORTH    |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-706         |                 |        |        |        |    |              |    |               |       |    |            |
| 712               | 0.40   | 80   | R  | From  | 81-706         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| 713               | 1.40   | 40   | R  | From  | 81-714         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/09/2001 |
|                   |        |      |    | To    | 81-706         |                 |        |        |        |    |              |    |               |       |    |            |
| 714               | 1.30   | 510  | G  | 91%   | 2%             | 3%              | 4%     | 0%     | 0%     | C  | 0.095        | F  | 0.726         | 520   | G  | 2002       |
|                   |        |      |    | To    | 81-706 SOUTH   |                 |        |        |        |    |              |    |               |       |    |            |
| 714               | 0.60   | 130  | R  | From  | 81-706 NORTH   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/09/2001 |
|                   |        |      |    | To    | 81-713         |                 |        |        |        |    |              |    |               |       |    |            |
| 714               | 1.30   | 60   | R  | From  | 81-713         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-608         |                 |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus                | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK    | Dir<br>Factor | AAWDT | QW   | Year       |      |
|-------------------|--------|------|----|-------|--------------------|-----------------|--------|--------|--------|----|--------------|-------|---------------|-------|------|------------|------|
|                   |        |      |    |       |                    | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |       |               |       |      |            |      |
| Rockbridge Countv |        |      |    |       |                    |                 |        |        |        |    |              |       |               |       |      |            |      |
| 715               | 1.24   | 60   | R  | From: | US 11              |                 |        |        |        |    | NA           |       |               | NA    |      | 07/12/2001 |      |
|                   |        |      |    | To:   | 1.24 MN US 11      |                 |        |        |        |    |              |       |               |       |      |            |      |
| 715               | 0.40   | 130  | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 07/12/2001 |      |
|                   |        |      |    | To:   | 81-712             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 716               | 3.71   | 460  | G  | From: | SR 39              |                 |        |        |        |    | C            | 0.091 | F             | 0.682 | 460  | G          | 2002 |
|                   |        |      |    | To:   | US 11 NORTH        |                 |        |        |        |    |              |       |               |       |      |            |      |
| 716               | 3.20   | 460  | G  | From: | US 11 SOUTH        |                 |        |        |        |    | F            | 0.094 | F             | 0.511 | 470  | G          | 2002 |
|                   |        |      |    | To:   | 81-706             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 716               | 1.94   | 290  | G  | From: | 90% 1% 2% 7% 0% 0% |                 |        |        |        |    | F            | 0.13  | F             | 0.552 | 300  | G          | 2002 |
|                   |        |      |    | To:   | 81-608             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.07   | 100  | R  | From: | US 11              |                 |        |        |        |    | NA           |       |               | NA    |      | 08/16/2001 |      |
|                   |        |      |    | To:   | 0.07 MN US 11      |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 1.45   | 45   | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 08/16/2001 |      |
|                   |        |      |    | To:   | 81-716 WEST        |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.02   | 150  | R  | From: | 81-716 NORTH       |                 |        |        |        |    | NA           |       |               | NA    |      | 08/16/2001 |      |
|                   |        |      |    | To:   | 0.02 MN 81-716     |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 2.38   | 80   | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 08/16/2001 |      |
|                   |        |      |    | To:   | 2.40 MN 81-716     |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.10   | 80   | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 1998       |      |
|                   |        |      |    | To:   | 81-712 SOUTH       |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.10   | 240  | G  | From: | 88% 2% 2% 6% 1% 0% |                 |        |        |        |    | F            | 0.101 | F             | 0.536 | 240  | G          | 2002 |
|                   |        |      |    | To:   | 81-712 NORTH       |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.40   | 200  | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 1998       |      |
|                   |        |      |    | To:   | 81-808             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.34   | 190  | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 08/16/2001 |      |
|                   |        |      |    | To:   | 0.34 MN 81-808     |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 1.66   | 300  | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 1998       |      |
|                   |        |      |    | To:   | 81-710 SOUTH       |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.30   | 1700 | G  | From: | 88% 2% 2% 6% 1% 0% |                 |        |        |        |    | C            | 0.128 | F             | 0.532 | 1700 | G          | 2002 |
|                   |        |      |    | To:   | 81-710 NORTH       |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 2.10   | 880  | G  | From: | 88% 2% 2% 6% 1% 0% |                 |        |        |        |    | F            | 0.17  | F             | 0.589 | 900  | G          | 2002 |
|                   |        |      |    | To:   | 81-724 NORTH       |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.70   | 110  | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-719             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 1.50   | 60   | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-721             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 717               | 0.90   | 30   | R  | From: |                    |                 |        |        |        |    | NA           |       |               | NA    |      | 08/20/2001 |      |
|                   |        |      |    | To:   | SR 252             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 718               | 0.07   | 8    | R  | From: | Dead End           |                 |        |        |        |    | NA           |       |               | NA    |      | 08/09/2001 |      |
|                   |        |      |    | To:   | 81-635             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 719               | 1.30   | 120  | R  | From: | 81-717             |                 |        |        |        |    | NA           |       |               | NA    |      | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-613             |                 |        |        |        |    |              |       |               |       |      |            |      |
| 720               | 0.50   | 40   | R  | From: | 81-604             |                 |        |        |        |    | NA           |       |               | NA    |      | 08/20/2001 |      |
|                   |        |      |    | To:   | Dead End           |                 |        |        |        |    |              |       |               |       |      |            |      |
| 721               | 0.90   | 30   | R  | From: | 81-717             |                 |        |        |        |    | NA           |       |               | NA    |      | 08/20/2001 |      |
|                   |        |      |    | To:   | 81-606             |                 |        |        |        |    |              |       |               |       |      |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus                    | Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|------------------------|------------|--------|--------|--------|----|--------------|----|---------------|-------|------------|------|
|                   |        |      |    |       |                        | 2Axle      | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |            |      |
| Rockbridge County |        |      |    |       |                        |            |        |        |        |    |              |    |               |       |            |      |
| 722               | 0.80   | 40   | R  | From  | SR 252                 |            |        |        |        | NA |              |    | NA            |       | 08/20/2001 |      |
|                   |        |      |    | To    | 81-726                 |            |        |        |        |    |              |    |               |       |            |      |
| 723               | 0.40   | 20   | R  | From  | 81-710                 |            |        |        |        | NA |              |    | NA            |       | 08/16/2001 |      |
|                   |        |      |    | To    | 81-717                 |            |        |        |        |    |              |    |               |       |            |      |
| 724               | 1.55   | 40   | R  | From  | Dead End               |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    | 81-602 NORTH           |            |        |        |        |    |              |    |               |       |            |      |
| 724               | 1.90   | 110  | R  | From  | 81-602 SOUTH           |            |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-731 WEST            |            |        |        |        |    |              |    |               |       |            |      |
| 724               | 0.30   | 200  | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    | 81-731 EAST            |            |        |        |        |    |              |    |               |       |            |      |
| 724               | 2.37   | 290  | G  | 91%   | 2%                     | 3%         | 3%     | 1%     | 0%     | F  | 0.113        | F  | 0.52          | 290   | G          | 2002 |
|                   |        |      |    | To    | SR 252 SOUTH           |            |        |        |        |    |              |    |               |       |            |      |
| 724               | 2.10   | 350  | G  | 91%   | 2%                     | 3%         | 3%     | 1%     | 0%     | C  | 0.098        | F  | 0.6           | 350   | G          | 2002 |
|                   |        |      |    | To    | 81-717 NORTH           |            |        |        |        |    |              |    |               |       |            |      |
| 724               | 0.85   | 170  | R  | From  | 81-717 SOUTH           |            |        |        |        | NA |              |    | NA            |       | 08/20/2001 |      |
|                   |        |      |    | To    | 0.85 ME 81-717 S       |            |        |        |        |    |              |    |               |       |            |      |
| 724               | 0.35   | 220  | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-613                 |            |        |        |        |    |              |    |               |       |            |      |
| 725               | 1.50   | 20   | R  | From  | 81-602                 |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    | 81-620 NORTH           |            |        |        |        |    |              |    |               |       |            |      |
| 725               | 1.20   | 10   | R  | From  | 81-620 SOUTH           |            |        |        |        | NA |              |    | NA            |       | 08/20/2001 |      |
|                   |        |      |    | To    | SR 252                 |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 1.20   | 110  | R  | From  | 81-712                 |            |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-729 SOUTH           |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 0.40   | 60   | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    | 81-729 NORTH           |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 1.80   | 40   | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    | 81-730                 |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 0.05   | 70   | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    | 0.05 MN 81-730         |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 0.05   | 70   | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    | 81-724 WEST            |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 1.30   | 20   | R  | From  | 81-724 EAST            |            |        |        |        | NA |              |    | NA            |       | 08/23/2001 |      |
|                   |        |      |    | To    |                        |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 0.30   | 70   | R  | From  | 81-722                 |            |        |        |        | NA |              |    | NA            |       | 08/20/2001 |      |
|                   |        |      |    | To    | 81-620                 |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 0.80   | 100  | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 0.80 MN 81-620         |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 0.10   | 110  | R  | From  |                        |            |        |        |        | NA |              |    | NA            |       | 08/20/2001 |      |
|                   |        |      |    | To    | SR 252 WEST            |            |        |        |        |    |              |    |               |       |            |      |
| 726               | 1.90   | 40   | R  | From  | SR 252 EAST            |            |        |        |        | NA |              |    | NA            |       | 08/20/2001 |      |
|                   |        |      |    | To    | Augusta County Line    |            |        |        |        |    |              |    |               |       |            |      |
| 727               | 1.20   | 30   | R  | From  | 81-602                 |            |        |        |        | NA |              |    | NA            |       | 08/13/2001 |      |
|                   |        |      |    | To    | Dead End; Gap Terminus |            |        |        |        |    |              |    |               |       |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus                    | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|------------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                        | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
| 727               | 0.80   | 20   | R  | From: | Dead End; Gap Terminus |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | SR 39 NORTH            |                 |        |        |        |    |              |    |               |       |    |            |
| 727               | 2.70   | 60   | R  | From: | SR 39 SOUTH            |                 |        |        |        |    | NA           |    |               | NA    |    | 09/05/2001 |
|                   |        |      |    | To:   | 81-716                 |                 |        |        |        |    |              |    |               |       |    |            |
| 727               | 1.20   | 90   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | 1.20 MN 81-716         |                 |        |        |        |    |              |    |               |       |    |            |
| 727               | 0.10   | 90   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | 81-712 WEST            |                 |        |        |        |    |              |    |               |       |    |            |
| 727               | 1.20   | 20   | R  | From: | 81-712 EAST            |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | SR 252                 |                 |        |        |        |    |              |    |               |       |    |            |
| 728               | 1.20   | 60   | R  | From: | 81-622                 |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | 81-645                 |                 |        |        |        |    |              |    |               |       |    |            |
| 729               | 1.15   | 120  | R  | From: | SR 39                  |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 81-712 WEST            |                 |        |        |        |    |              |    |               |       |    |            |
| 729               | 1.70   | 20   | R  | From: | 81-712 EAST            |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 81-726 NORTH           |                 |        |        |        |    |              |    |               |       |    |            |
| 729               | 3.20   | 130  | R  | From: | 81-726 SOUTH           |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To:   | 81-724                 |                 |        |        |        |    |              |    |               |       |    |            |
| 730               | 0.90   | 7    | R  | From: | 81-731                 |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 81-726                 |                 |        |        |        |    |              |    |               |       |    |            |
| 731               | 0.07   | 40   | R  | From: | 81-602 SOUTH           |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 0.07 MN 81-602         |                 |        |        |        |    |              |    |               |       |    |            |
| 731               | 2.50   | 30   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 81-730                 |                 |        |        |        |    |              |    |               |       |    |            |
| 731               | 0.20   | 20   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 81-724 EAST            |                 |        |        |        |    |              |    |               |       |    |            |
| 731               | 1.70   | 130  | R  | From: | 81-724 WEST            |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 1.70 MN 81-724         |                 |        |        |        |    |              |    |               |       |    |            |
| 731               | 3.00   | 40   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 81-602 NORTH           |                 |        |        |        |    |              |    |               |       |    |            |
| 732               | 0.52   | 60   | R  | From: | Dead End               |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To:   | 0.52 ME Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| 732               | 0.61   | 110  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | SR 39 WEST             |                 |        |        |        |    |              |    |               |       |    |            |
| 732               | 0.16   | 30   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To:   | 81-602                 |                 |        |        |        |    |              |    |               |       |    |            |
| 732               | 0.09   | 30   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To:   | SR 39 EAST             |                 |        |        |        |    |              |    |               |       |    |            |
| 733               | 0.50   | 260  | R  | From: | 81-631                 |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | GW NATL FOR BNDY       |                 |        |        |        |    |              |    |               |       |    |            |
| 733               | 0.15   | 120  | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | 0.15 ME OF BNDY        |                 |        |        |        |    |              |    |               |       |    |            |
| 733               | 0.35   | 40   | R  | From: |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | Dead End               |                 |        |        |        |    |              |    |               |       |    |            |



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| Route             | Length | AADT | QA | 4Tire | Bus             | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|-----------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                 | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |    |            |
| (734)             | 0.10   | 30   | R  | From  | 81-610          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (734)             | 1.10   | 46   | R  | To    | 0.10 ME 81-610  |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (734)             | 1.90   | 130  | R  | From  | 81-683          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | US 11           |                 |        |        |        |    |              |    |               |       |    |            |
| (735)             | 0.80   | 70   | R  | From  | Dead End        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (735)             | 0.40   | 120  | R  | To    | 81-671          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-699          |                 |        |        |        |    |              |    |               |       |    |            |
| (736)             | 0.70   | 60   | R  | From  | Dead End        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/13/2001 |
|                   |        |      |    | To    | 81-602          |                 |        |        |        |    |              |    |               |       |    |            |
| (737)             | 0.30   | 30   | R  | From  | US 11           |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | US 11           |                 |        |        |        |    |              |    |               |       |    |            |
| (738)             | 0.40   | 40   | R  | From  | 81-611          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (739)             | 0.60   | 140  | R  | From  | Dead End        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | US 11           |                 |        |        |        |    |              |    |               |       |    |            |
| (740)             | 0.20   | 4    | R  | From  | 81-850          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/09/2001 |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (741)             | 0.40   | 50   | R  | From  | 81-622          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/13/2001 |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (742)             | 0.10   | 40   | R  | From  | Dead End        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/30/2001 |
|                   |        |      |    | To    | SR 39           |                 |        |        |        |    |              |    |               |       |    |            |
| (743)             | 0.60   | 20   | R  | From  | US 11 WEST      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
| (743)             | 0.02   | 1500 | R  | To    | 81-689          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (743)             | 0.85   | 280  | R  | From  | US 11 EAST      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-686          |                 |        |        |        |    |              |    |               |       |    |            |
| (744)             | 0.89   | 410  | R  | From  | 81-702          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (744)             | 0.71   | 60   | R  | To    | 0.89 ME 81-702  |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (745)             | 0.46   | 2200 | G  | From  | 81-608          |                 |        |        |        | C  | 0.104        | F  | 0.625         | 2300  | G  | 2002       |
|                   |        |      |    | To    | WCL BUENA VISTA |                 |        |        |        |    |              |    |               |       |    |            |
| Town of Goshen    |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |    |            |
| (746)             | 0.40   | 60   | R  | From  | SR 39           |                 |        |        |        |    | NA           |    |               | NA    |    | 1995       |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (747)             | 0.17   | 300  | R  | From  | SR 39           |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-748          |                 |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus              | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                  | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Town of Goshen    |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 747               | 0.21   | 30   | R  | From  | 81-748           |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To    | Dead End         |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 748               | 0.06   | 330  | R  | From  | SR 39            |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 748               | 0.37   | 46   | R  | From  | 81-791           |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To    |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 748               | 0.16   | 46   | R  | From  | 0.37 MN 81-791   |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To    | 81-747           |                 |        |        |        |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 749               | 0.80   | 20   | R  | From  | 81-647; 81-648   |                 |        |        |        |    | NA           |    |               | NA    |    | 08/09/2001 |
|                   |        |      |    | To    | Dead End         |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 750               | 0.10   | 40   | R  | From  | Dead End         |                 |        |        |        |    | NA           |    |               | NA    |    | 1995       |
|                   |        |      |    | To    |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 750               | 0.30   | 160  | R  | From  | SR 39            |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 750               | 0.30   | 60   | R  | From  | 81-1015          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To    | 81-645           |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 751               | 0.17   | 70   | R  | From  | Dead End         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/13/2001 |
|                   |        |      |    | To    | 81-631           |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 752               | 0.48   | 130  | R  | From  | 81-681           |                 |        |        |        |    | NA           |    |               | NA    |    | 1995       |
|                   |        |      |    | To    | US 11            |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 753               | 1.10   | 120  | R  | From  | 81-674           |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-610           |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 754               | 0.44   | 70   | R  | From  | 81-716 SOUTH     |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 0.44 ME 81-716   |                 |        |        |        |    |              |    |               |       |    |            |
| 754               | 0.36   | 20   | R  | From  |                  |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-716 NORTH     |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 755               | 0.80   | 8    | R  | From  | 81-627           |                 |        |        |        |    | NA           |    |               | NA    |    | 08/13/2001 |
|                   |        |      |    | To    | 81-626           |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 756               | 0.08   | 40   | R  | From  | Dead End         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-752           |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 757               | 0.60   | 790  | R  | From  | 81-631           |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | GW NATL FOR BNDY |                 |        |        |        |    |              |    |               |       |    |            |
| 757               | 1.89   | 340  | R  | From  |                  |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 1.89 MN OF BNDY  |                 |        |        |        |    |              |    |               |       |    |            |
| 757               | 1.11   | 220  | R  | From  |                  |                 |        |        |        |    | NA           |    |               | NA    |    | 1995       |
|                   |        |      |    | To    | 81-820           |                 |        |        |        |    |              |    |               |       |    |            |
|                   |        |      |    |       |                  |                 |        |        |        |    |              |    |               |       |    |            |
| 758               | 0.20   | 20   | R  | From  | Dead End         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 0.20 MN Dead End |                 |        |        |        |    |              |    |               |       |    |            |
| 758               | 0.50   | 50   | R  | From  |                  |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | SR 251           |                 |        |        |        |    |              |    |               |       |    |            |

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| Route                    | Length | AADT | QA | 4Tire | Bus                   | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|--------------------------|--------|------|----|-------|-----------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                          |        |      |    |       |                       | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| <b>Rockbridge County</b> |        |      |    |       |                       |                 |        |        |        |    |              |    |               |       |    |            |
| (759)                    | 0.57   | 30   | R  | From: | Dead End              |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (759)                    | 0.43   | 100  | R  | To:   | 0.57 MN Dead End      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
| (759)                    | 1.03   | 310  | G  | From: | 81-802                |                 |        |        |        | F  | 0.125        | F  | 0.519         | 320   | G  | 2002       |
| (759)                    | 0.81   | 480  | G  | To:   | 81-781 SOUTH          |                 |        |        |        | F  | 0.126        | F  | 0.553         | 480   | G  | 2002       |
| (759)                    | 2.30   | 2000 | G  | From: | 81-799                |                 |        |        |        | C  | 0.1          | F  | 0.539         | 2000  | G  | 2002       |
|                          |        |      |    | To:   | SR 130                |                 |        |        |        |    |              |    |               |       |    |            |
| (760)                    | 2.10   | 200  | R  | From: | Dead End              |                 |        |        |        |    | NA           |    |               | NA    |    | 07/26/2001 |
|                          |        |      |    | To:   | US 11                 |                 |        |        |        |    |              |    |               |       |    |            |
| (761)                    | 0.12   | 170  | R  | From: | Dead End              |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                          |        |      |    | To:   | SR 56                 |                 |        |        |        |    |              |    |               |       |    |            |
| (762)                    | 0.13   | 40   | R  | From: | SR 252 SOUTH          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
| (762)                    | 0.06   | 20   | R  | To:   | 81-9365               |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                          |        |      |    | To:   | SR 252 NORTH          |                 |        |        |        |    |              |    |               |       |    |            |
| (763)                    | 1.23   | 140  | R  | From: | 81-631                |                 |        |        |        |    | NA           |    |               | NA    |    | 1995       |
| (763)                    | 0.10   | 280  | R  | To:   | 81-788                |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                          |        |      |    | To:   | US 11                 |                 |        |        |        |    |              |    |               |       |    |            |
| (764)                    | 0.99   | 350  | R  | From: | US 11                 |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
| (764)                    | 1.11   | 880  | G  | To:   | 81-610                |                 |        |        |        | C  | 0.102        | F  | 0.689         | 890   | G  | 2002       |
|                          |        |      |    | To:   | SR 251                |                 |        |        |        |    |              |    |               |       |    |            |
| (765)                    | 0.02   | 50   | R  | From: | Dead End              |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                          |        |      |    | To:   | 81-612                |                 |        |        |        |    |              |    |               |       |    |            |
| (766)                    | 0.03   | 70   | R  | From: | Dead End              |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                          |        |      |    | To:   | SR 251                |                 |        |        |        |    |              |    |               |       |    |            |
| (768)                    | 0.68   | 130  | R  | From: | Dead End              |                 |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
|                          |        |      |    | To:   | 81-611                |                 |        |        |        |    |              |    |               |       |    |            |
| (769)                    | 0.24   | 90   | R  | From: | Dead End              |                 |        |        |        |    | NA           |    |               | NA    |    | 08/13/2001 |
|                          |        |      |    | To:   | 81-631                |                 |        |        |        |    |              |    |               |       |    |            |
| (770)                    | 3.07   | 20   | R  | From: | Alleghany County Line |                 |        |        |        |    | NA           |    |               | NA    |    | 08/09/2001 |
| (770)                    | 0.50   | 47   | R  | To:   | 81-654 WEST           |                 |        |        |        |    | NA           |    |               | NA    |    | 08/09/2001 |
| (770)                    | 0.80   | 80   | R  | From: | 0.50 ME 81-654        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/09/2001 |
| (770)                    | 1.45   | 330  | R  | To:   | 81-652                |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                          |        |      |    | To:   | 81-646                |                 |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus             | -----Truck----- |        |        |        | QC    | Peak Hour | QK    | Dir Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|-----------------|-----------------|--------|--------|--------|-------|-----------|-------|------------|-------|------------|------|
|                   |        |      |    |       |                 | 2Axle           | 3+Axle | 1Trail | 2Trail |       |           |       |            |       |            |      |
| Rockbridge County |        |      |    |       |                 |                 |        |        |        |       |           |       |            |       |            |      |
| 770               | 0.60   | 850  | G  | From: | 81-646          |                 |        |        | C      | 0.108 | F         | 0.638 | 860        | G     | 2002       |      |
|                   |        |      |    | 95%   | 1%              | 2%              | 1%     | 1%     |        |       |           |       |            |       |            | 0%   |
|                   |        |      |    | To:   | SR 251; 81-672  |                 |        |        |        |       |           |       |            |       |            |      |
| 771               | 0.60   | 40   | R  | From: | Dead End        |                 |        |        |        | NA    |           |       | NA         |       | 07/30/2001 |      |
|                   |        |      |    | To:   | 81-764          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | SR 130          |                 |        |        |        |       |           |       |            |       |            |      |
| 772               | 0.03   | 100  | G  | 98%   | 0%              | 1%              | 0%     | 0%     | 0%     | C     | 0.134     | F     | 0.533      | 100   | G          | 2002 |
|                   |        |      |    | To:   | 81-688          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | SR 130 WEST     |                 |        |        |        |       |           |       |            |       |            |      |
| 773               | 0.46   | 40   | R  |       |                 |                 |        |        |        | NA    |           |       | NA         |       | 07/26/2001 |      |
| 773               | 0.28   | 140  | R  | From: | 81-708          |                 |        |        |        | NA    |           |       | NA         |       | 1998       |      |
|                   |        |      |    | To:   | 81-688          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | 81-688          |                 |        |        |        |       |           |       |            |       |            |      |
| 773               | 0.30   | 240  | R  |       |                 |                 |        |        |        | NA    |           |       | NA         |       | 07/16/2001 |      |
| 773               | 0.10   | 20   | R  | To:   | SR 130 EAST     |                 |        |        |        | NA    |           |       | NA         |       | 07/16/2001 |      |
|                   |        |      |    | From: | Dead End        |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | To:   | Dead End        |                 |        |        |        |       |           |       |            |       |            |      |
| 774               | 0.15   | 30   | R  | From: | 81-793          |                 |        |        |        | NA    |           |       | NA         |       | 07/16/2001 |      |
|                   |        |      |    | To:   | 81-775          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | Dead End        |                 |        |        |        |       |           |       |            |       |            |      |
| 774               | 0.14   | 140  | R  | To:   | Dead End        |                 |        |        |        | NA    |           |       | NA         |       | 1998       |      |
|                   |        |      |    | From: | 81-774          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | To:   | 81-773          |                 |        |        |        |       |           |       |            |       |            |      |
| 775               | 0.18   | 50   | R  | From: | Dead End        |                 |        |        |        | NA    |           |       | NA         |       | 07/16/2001 |      |
|                   |        |      |    | To:   | 81-774          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | To:   | 81-773          |                 |        |        |        |       |           |       |            |       |            |      |
| 776               | 0.11   | 40   | R  | From: | Dead End        |                 |        |        |        | NA    |           |       | NA         |       | 1998       |      |
|                   |        |      |    | To:   | 81-774          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | 81-774          |                 |        |        |        |       |           |       |            |       |            |      |
| 776               | 0.16   | 410  | R  | To:   | SR 130          |                 |        |        |        | NA    |           |       | NA         |       | 07/16/2001 |      |
|                   |        |      |    | From: | 81-644          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | To:   | Dead End        |                 |        |        |        |       |           |       |            |       |            |      |
| 777               | 0.80   | 2    | R  | From: | 81-610          |                 |        |        |        | NA    |           |       | NA         |       | 07/30/2001 |      |
|                   |        |      |    | To:   | Dead End        |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | Dead End        |                 |        |        |        |       |           |       |            |       |            |      |
| 779               | 0.45   | 80   | R  | To:   | SCL Buena Vista |                 |        |        |        | NA    |           |       | NA         |       | 07/12/2001 |      |
|                   |        |      |    | From: | RAMP TO I-64    |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | To:   | RAMP TO I-64    |                 |        |        |        |       |           |       |            |       |            |      |
| 780               | 0.35   | 1100 | R  | To:   | 81-850 EAST     |                 |        |        |        | NA    |           |       | NA         |       | 1998       |      |
|                   |        |      |    | From: | 81-850 WEST     |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | To:   | 81-618          |                 |        |        |        |       |           |       |            |       |            |      |
| 780               | 3.35   | 860  | G  | 88%   | 2%              | 4%              | 1%     | 5%     | 0%     | F     | 0.094     | F     | 0.581      | 870   | G          | 2002 |
|                   |        |      |    | To:   | 81-618          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | 81-618          |                 |        |        |        |       |           |       |            |       |            |      |
| 780               | 5.73   | 830  | G  | 88%   | 2%              | 4%              | 1%     | 5%     | 0%     | C     | 0.089     | F     | 0.592      | 840   | G          | 2002 |
|                   |        |      |    | To:   | SR 39           |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | From: | 81-759 WEST     |                 |        |        |        |       |           |       |            |       |            |      |
| 781               | 0.15   | 460  | R  | To:   | 0.15 ME 81-759  |                 |        |        |        | NA    |           |       | NA         |       | 08/06/2001 |      |
|                   |        |      |    | From: | 81-790          |                 |        |        |        |       |           |       |            |       |            |      |
|                   |        |      |    | To:   | 81-790          |                 |        |        |        |       |           |       |            |       |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus             | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|-----------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|------------|------|
|                   |        |      |    |       |                 | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |            |      |
| Rockbridge Countv |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |            |      |
| (781)             | 1.50   | 360  | R  | From  | 81-790          |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
| (781)             | 2.00   | 180  | R  | To    | 81-798          |                 |        |        |        |    | NA           |    | NA            |       | 08/06/2001 |      |
| (781)             | 1.85   | 200  | R  | From  | 81-759 EAST     |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |            |      |
| (782)             | 0.40   | 1000 | R  | From  | 81-759          |                 |        |        |        |    | NA           |    | NA            |       | 07/16/2001 |      |
| (782)             | 1.20   | 820  | R  | To    | 81-855          |                 |        |        |        |    | NA           |    | NA            |       | 07/16/2001 |      |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |            |      |
| Town of Glasgow   |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |            |      |
| (783)             | 0.12   | 120  | R  | From  | 81-1112         |                 |        |        |        |    | NA           |    | NA            |       | 07/12/2001 |      |
| (783)             | 0.30   | 240  | R  | To    | 81-1114         |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
| (783)             | 0.28   | 2200 | R  | From  | 81-684          |                 |        |        |        |    | NA           |    | NA            |       | 07/16/2001 |      |
|                   |        |      |    | To    | 81-1101         |                 |        |        |        |    |              |    |               |       |            |      |
| (784)             | 0.07   | 140  | R  | From  | 81-1111         |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
| (784)             | 0.06   | 280  | R  | To    | 81-1110         |                 |        |        |        |    | NA           |    | NA            |       | 07/12/2001 |      |
| (784)             | 0.10   | 450  | R  | From  | SR 130          |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
| (784)             | 0.07   | 110  | R  | To    | 81-783          |                 |        |        |        |    | NA           |    | NA            |       | 07/12/2001 |      |
|                   |        |      |    | To    | 81-1107         |                 |        |        |        |    |              |    |               |       |            |      |
| Rockbridge Countv |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |            |      |
| (785)             | 0.07   | 140  | R  | From  | US 11           |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
| (785)             | 0.10   | 10   | R  | To    | 81-716 WEST     |                 |        |        |        |    | NA           |    | NA            |       | 07/12/2001 |      |
|                   |        |      |    | To    | 81-716 EAST     |                 |        |        |        |    |              |    |               |       |            |      |
| (786)             | 0.57   | 40   | R  | From  | Dead End        |                 |        |        |        |    | NA           |    | NA            |       | 07/16/2001 |      |
|                   |        |      |    | To    | 81-671          |                 |        |        |        |    |              |    |               |       |            |      |
| Town of Goshen    |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |            |      |
| (787)             | 0.06   | 120  | R  | From  | 81-791          |                 |        |        |        |    | NA           |    | NA            |       | 08/23/2001 |      |
| (787)             | 0.13   | 70   | R  | To    | SR 39           |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |            |      |
| Rockbridge Countv |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |            |      |
| (788)             | 0.40   | 80   | R  | From  | 81-763          |                 |        |        |        |    | NA           |    | NA            |       | 08/16/2001 |      |
|                   |        |      |    | To    | Dead End        |                 |        |        |        |    |              |    |               |       |            |      |
| (789)             | 0.25   | 1200 | R  | From  | Dead End        |                 |        |        |        |    | NA           |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | SR 251; 81-1010 |                 |        |        |        |    |              |    |               |       |            |      |
| (790)             | 1.52   | 20   | R  | From  | Dead End        |                 |        |        |        |    | NA           |    | NA            |       | 07/30/2001 |      |
|                   |        |      |    | To    | 81-781          |                 |        |        |        |    |              |    |               |       |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus            | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|----------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Town of Goshen    |        |      |    |       |                |                 |        |        |        |    |              |    |               |       |    |            |
| (791)             | 0.05   | 140  | R  | From  | SR 39          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (791)             | 0.31   | 140  | R  | To    | 0.05 MN SR 39  |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
| (791)             | 0.27   | 170  | R  | From  | 0.36 MN SR 39  |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (791)             | 0.10   | 110  | R  | To    | 81-748         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
| (791)             | 0.12   | 120  | R  | From  | 81-787         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-747         |                 |        |        |        |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                |                 |        |        |        |    |              |    |               |       |    |            |
| (792)             | 0.42   | 80   | R  | From  | US 501         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | US 501         |                 |        |        |        |    |              |    |               |       |    |            |
| (793)             | 0.48   | 150  | R  | From  | 81-759         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (793)             | 0.12   | 120  | R  | To    | 81-774         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-773         |                 |        |        |        |    |              |    |               |       |    |            |
| (794)             | 0.80   | 80   | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-706         |                 |        |        |        |    |              |    |               |       |    |            |
| (795)             | 0.03   | 10   | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-700         |                 |        |        |        |    |              |    |               |       |    |            |
| (796)             | 0.50   | 110  | R  | From  | 81-613         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (797)             | 0.10   | 40   | R  | From  | US 11          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (797)             | 0.50   | 40   | R  | To    | 0.10 MN US 11  |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (798)             | 0.30   | 160  | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-781         |                 |        |        |        |    |              |    |               |       |    |            |
| (799)             | 0.30   | 310  | R  | From  | 81-759         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/26/2001 |
| (799)             | 0.25   | 70   | R  | To    | 0.30 MN 81-759 |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (800)             | 0.20   | 60   | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-716         |                 |        |        |        |    |              |    |               |       |    |            |
| (801)             | 0.50   | 430  | R  | From  | 81-671         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-699         |                 |        |        |        |    |              |    |               |       |    |            |
| (802)             | 0.82   | 120  | R  | From  | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-759         |                 |        |        |        |    |              |    |               |       |    |            |
| (803)             | 0.30   | 30   | R  | From  | SR 39          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To    | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus            | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|----------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |                |                 |        |        |        |    |              |    |               |       |    |            |
| (804)             | 0.12   | 50   | R  | From: | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 08/23/2001 |
|                   |        |      |    | To:   | 81-606         |                 |        |        |        |    |              |    |               |       |    |            |
| (805)             | 0.05   | 20   | R  | From: | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-806         |                 |        |        |        |    |              |    |               |       |    |            |
| (805)             | 0.03   | 260  | R  | From: | 81-806         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | 81-608         |                 |        |        |        |    |              |    |               |       |    |            |
| (806)             | 0.06   | 130  | R  | From: | 81-805         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (807)             | 0.80   | 9    | R  | From: | 81-612         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                   |        |      |    | To:   | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (808)             | 0.06   | 60   | R  | From: | 81-717         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (809)             | 0.10   | 90   | R  | From: | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                   |        |      |    | To:   | 81-770         |                 |        |        |        |    |              |    |               |       |    |            |
| (810)             | 0.11   | 130  | R  | From: | 81-776         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 0.11 ME 81-776 |                 |        |        |        |    |              |    |               |       |    |            |
| (810)             | 0.13   | 150  | R  | From: |                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | 81-759         |                 |        |        |        |    |              |    |               |       |    |            |
| (811)             | 0.19   | 200  | R  | From: | 81-645         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (812)             | 0.40   | 20   | R  | From: | 81-743         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To:   | US 11          |                 |        |        |        |    |              |    |               |       |    |            |
| (813)             | 1.70   | 270  | R  | From: | US 11          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-684         |                 |        |        |        |    |              |    |               |       |    |            |
| (814)             | 0.20   | 110  | R  | From: | 81-687         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                   |        |      |    | To:   | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (815)             | 0.10   | 60   | R  | From: | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To:   | 81-606         |                 |        |        |        |    |              |    |               |       |    |            |
| (816)             | 0.14   | 45   | R  | From: | 81-606         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To:   | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |
| (817)             | 0.25   | 80   | R  | From: | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 08/20/2001 |
|                   |        |      |    | To:   | SR 42          |                 |        |        |        |    |              |    |               |       |    |            |
| (818)             | 0.03   | 30   | R  | From: | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/30/2001 |
|                   |        |      |    | To:   | FR-741         |                 |        |        |        |    |              |    |               |       |    |            |
| (819)             | 0.26   | 20   | R  | From: | Dead End       |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | US 60          |                 |        |        |        |    |              |    |               |       |    |            |
| (820)             | 0.60   | 240  | R  | From: | 81-608         |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | Dead End       |                 |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus        | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |            | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |            |                 |        |        |        |    |              |    |               |       |    |            |
| (821)             | 0.40   | 10   | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 08/30/2001 |
|                   |        |      |    | To    | 81-629     |                 |        |        |        |    |              |    |               |       |    |            |
| (822)             | 0.04   | 20   | R  | From  | 81-710     |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | Dead End   |                 |        |        |        |    |              |    |               |       |    |            |
| (823)             | 0.50   | 180  | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 08/06/2001 |
|                   |        |      |    | To    | 81-781     |                 |        |        |        |    |              |    |               |       |    |            |
| (824)             | 0.31   | 100  | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To    | 81-645     |                 |        |        |        |    |              |    |               |       |    |            |
| (825)             | 0.15   | 180  | R  | From  | 81-645     |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-838     |                 |        |        |        |    |              |    |               |       |    |            |
| (825)             | 0.05   | 100  | R  | From  | 81-838     |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To    | Dead End   |                 |        |        |        |    |              |    |               |       |    |            |
| Town of Glasgow   |        |      |    |       |            |                 |        |        |        |    |              |    |               |       |    |            |
| (826)             | 0.05   | 100  | R  | From  | SR 130     |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-1118    |                 |        |        |        |    |              |    |               |       |    |            |
| (826)             | 0.12   | 80   | R  | From  | 81-1118    |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | Dead End   |                 |        |        |        |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |            |                 |        |        |        |    |              |    |               |       |    |            |
| (827)             | 0.35   | 30   | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
|                   |        |      |    | To    | 81-680     |                 |        |        |        |    |              |    |               |       |    |            |
| (828)             | 0.43   | 110  | R  | From  | 81-670     |                 |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
|                   |        |      |    | To    | 81-1510    |                 |        |        |        |    |              |    |               |       |    |            |
| (828)             | 0.10   | 30   | R  | From  | 81-1510    |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | Cul-de-Sac |                 |        |        |        |    |              |    |               |       |    |            |
| (830)             | 0.23   | 40   | R  | From  | 81-608     |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-608     |                 |        |        |        |    |              |    |               |       |    |            |
| (831)             | 0.41   | 320  | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-704     |                 |        |        |        |    |              |    |               |       |    |            |
| (832)             | 0.45   | 150  | R  | From  | 81-645     |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To    | Cul-de-Sac |                 |        |        |        |    |              |    |               |       |    |            |
| (833)             | 0.50   | 110  | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/26/2001 |
|                   |        |      |    | To    | US 11      |                 |        |        |        |    |              |    |               |       |    |            |
| (834)             | 0.05   | 80   | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/26/2001 |
|                   |        |      |    | To    | US 11      |                 |        |        |        |    |              |    |               |       |    |            |
| (835)             | 0.28   | 30   | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | 81-602     |                 |        |        |        |    |              |    |               |       |    |            |
| (836)             | 0.14   | 30   | R  | From  | 81-631     |                 |        |        |        |    | NA           |    |               | NA    |    | 08/13/2001 |
|                   |        |      |    | To    | Dead End   |                 |        |        |        |    |              |    |               |       |    |            |
| (837)             | 0.50   | 90   | R  | From  | Dead End   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To    | US 11      |                 |        |        |        |    |              |    |               |       |    |            |



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| Route             | Length | AADT | QA | 4Tire | Bus           | Truck----- |        |        |        | QC | Peak<br>Hour | QK    | Dir<br>Factor | AAWDT | QW         | Year |      |      |
|-------------------|--------|------|----|-------|---------------|------------|--------|--------|--------|----|--------------|-------|---------------|-------|------------|------|------|------|
|                   |        |      |    |       |               | 2Axle      | 3+Axle | 1Trail | 2Trail |    |              |       |               |       |            |      |      |      |
| Rockbridge County |        |      |    |       |               |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (838)             | 0.10   | 20   | R  | From  | Dead End      |            |        |        |        | NA |              |       | NA            |       | 08/16/2001 |      |      |      |
|                   |        |      |    | To    | 81-825        |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (839)             | 0.15   | 10   | R  | From  | Dead End      |            |        |        |        | NA |              |       | NA            |       | 07/12/2001 |      |      |      |
|                   |        |      |    | To    | 81-608        |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (840)             | 0.07   | 45   | R  | From  | US 11         |            |        |        |        | NA |              |       | NA            |       | 07/12/2001 |      |      |      |
|                   |        |      |    | To    | Cul-de-Sac    |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (841)             | 0.35   | 40   | R  | From  | 81-663        |            |        |        |        | NA |              |       | NA            |       | 1998       |      |      |      |
|                   |        |      |    | To    | Dead End      |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (842)             | 0.46   | 210  | R  | From  | SR 251        |            |        |        |        | NA |              |       | NA            |       | 07/30/2001 |      |      |      |
|                   |        |      |    | To    | Cul-de-Sac    |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (843)             | 0.05   | 80   | R  | From  | US 11         |            |        |        |        | NA |              |       | NA            |       | 1998       |      |      |      |
| (843)             | 0.10   | 60   | R  | From  | 0.05 ME US 11 |            |        |        |        | NA |              |       | NA            |       | 1995       |      |      |      |
|                   |        |      |    | To    | Dead End      |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (844)             | 0.07   | 40   | R  | From  | Cul-de-Sac    |            |        |        |        | NA |              |       | NA            |       | 1998       |      |      |      |
|                   |        |      |    | To    | 81-706        |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (845)             | 0.08   | 470  | R  | From  | Dead End      |            |        |        |        | NA |              |       | NA            |       | 08/16/2001 |      |      |      |
|                   |        |      |    | To    | FR-739        |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (846)             | 0.19   | 160  | R  | From  | Cul-de-Sac    |            |        |        |        | NA |              |       | NA            |       | 08/02/2001 |      |      |      |
|                   |        |      |    | To    | SR 251        |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (849)             | 0.40   | 49   | R  | From  | 81-690        |            |        |        |        | NA |              |       | NA            |       | 07/30/2001 |      |      |      |
|                   |        |      |    | To    | Dead End      |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (850)             | 3.12   | 950  | G  | From  | 95%           | 0%         | 2%     | 2%     | 0%     | 0% | F            | 0.082 | F             | 0.578 | 960        | G    | 2002 |      |
| (850)             | 2.78   | 410  | G  | From  | 95%           | 0%         | 2%     | 2%     | 0%     | 0% | F            | 0.11  | F             | 0.511 | 410        | G    | 2002 |      |
| (850)             | 3.94   | 760  | G  | To    | From          | 95%        | 0%     | 2%     | 2%     | 0% | 0%           | C     | 0.104         | F     | 0.605      | 770  | G    | 2002 |
| (850)             | 0.34   | 2000 | G  | To    | From          | 95%        | 0%     | 2%     | 2%     | 0% | 0%           | F     | 0.100         | F     | 0.664      | 2000 | G    | 2002 |
|                   |        |      |    | To    | US 60         |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (852)             | 0.40   | 180  | R  | From  | 81-710        |            |        |        |        | NA |              |       | NA            |       | 08/16/2001 |      |      |      |
|                   |        |      |    | To    | Dead End      |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (855)             | 0.45   | 130  | R  | From  | Dead End      |            |        |        |        | NA |              |       | NA            |       | 07/16/2001 |      |      |      |
|                   |        |      |    | To    | 81-782        |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (860)             | 0.06   | 400  | R  | From  | Dead End      |            |        |        |        | NA |              |       | NA            |       | 1998       |      |      |      |
| (860)             | 0.10   | 430  | R  | To    | From          | 81-861     |        |        |        |    | NA           |       |               | NA    |            | 1998 |      |      |
|                   |        |      |    | To    | SR 130        |            |        |        |        |    |              |       |               |       |            |      |      |      |
| (861)             | 0.24   | 10   | R  | From  | Cul-de-Sac    |            |        |        |        | NA |              |       | NA            |       | 1998       |      |      |      |
|                   |        |      |    | To    | 81-860        |            |        |        |        |    |              |       |               |       |            |      |      |      |

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| Route             | Length | AADT | QA | 4Tire | Bus                 | -----Truck----- |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|---------------------|-----------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                   |        |      |    |       |                     | 2Axle           | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| Rockbridge County |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (870)             | 0.40   | 280  | R  | From  | 81-757              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | Dead End            |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (880)             | 0.10   | 60   | R  | From  | Dead End            |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | 81-608              |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (917)             | 0.05   | 310  | R  | From  | 81-613              |                 |        |        |        |    | NA        |    |            | NA    |    | 08/20/2001 |
|                   |        |      |    | To    | 0.05 MN 81-613      |                 |        |        |        |    |           |    |            |       |    |            |
| (917)             | 0.65   | 300  | R  | From  |                     |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (917)             | 0.76   | 1500 | R  | From  | 0.70 MN 81-613      |                 |        |        |        |    | NA        |    |            | NA    |    | 08/30/2001 |
|                   |        |      |    | To    | 81-606              |                 |        |        |        |    |           |    |            |       |    |            |
| (917)             | 0.47   | 180  | R  | From  |                     |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | To    | Augusta County Line |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (919)             | 0.30   | 450  | R  | From  | 81-606              |                 |        |        |        |    | NA        |    |            | NA    |    | 08/20/2001 |
|                   |        |      |    | To    | Augusta County Line |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (937)             | 0.20   | 80   | R  | From  | 81-606              |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                   |        |      |    | To    | Augusta County Line |                 |        |        |        |    |           |    |            |       |    |            |
| Town of Goshen    |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (1001)            | 0.16   | 20   | R  | From  | Dead End            |                 |        |        |        |    | NA        |    |            | NA    |    | 08/20/2001 |
|                   |        |      |    | To    | SR 39               |                 |        |        |        |    |           |    |            |       |    |            |
| Rockbridge Countv |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (1005)            | 0.65   | 170  | R  | From  | 81-608              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
|                   |        |      |    | To    | Cul-de-Sac          |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (1009)            | 0.05   | 140  | R  | From  | Cul-de-Sac          |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-1012             |                 |        |        |        |    |           |    |            |       |    |            |
| (1009)            | 0.20   | 90   | R  | From  |                     |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
| (1009)            | 0.23   | 50   | R  | From  | 81-1010 SOUTH       |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-1010 NORTH       |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (1010)            | 0.07   | 210  | R  | From  | 81-1009 EAST        |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-1012             |                 |        |        |        |    |           |    |            |       |    |            |
| (1010)            | 0.03   | 520  | R  | From  |                     |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
| (1010)            | 0.07   | 610  | R  | From  | 81-1009 WEST        |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-1011             |                 |        |        |        |    |           |    |            |       |    |            |
| (1010)            | 0.16   | 720  | R  | From  |                     |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | SR 251; 81-789      |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (1011)            | 0.09   | 140  | R  | From  | Cul-de-Sac          |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-1010             |                 |        |        |        |    |           |    |            |       |    |            |
| (1011)            | 0.06   | 70   | R  | From  |                     |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 0.06 ME 81-1010     |                 |        |        |        |    |           |    |            |       |    |            |
|                   |        |      |    |       |                     |                 |        |        |        |    |           |    |            |       |    |            |
| (1012)            | 0.07   | 300  | R  | From  | 81-1010             |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-1013             |                 |        |        |        |    |           |    |            |       |    |            |
| (1012)            | 0.06   | 200  | R  | From  |                     |                 |        |        |        |    | NA        |    |            | NA    |    | 07/30/2001 |
|                   |        |      |    | To    | 81-1009             |                 |        |        |        |    |           |    |            |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus           | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW         | Year |
|-------------------|--------|------|----|-------|---------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|------------|------|
|                   |        |      |    |       |               | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |            |      |
| Rockbridge County |        |      |    |       |               |                 |        |        |        |    |              |    |               |       |            |      |
| 1013              | 0.07   | 100  | R  | From  | 81-1012       |                 |        |        |        | NA |              |    | NA            |       | 07/30/2001 |      |
|                   |        |      |    | To    | Cul-de-Sac    |                 |        |        |        |    |              |    |               |       |            |      |
| 1014              | 0.28   | 180  | R  | From  | SCL LEXINGTON |                 |        |        |        | NA |              |    | NA            |       | 07/30/2001 |      |
|                   |        |      |    | To    | 81-1016       |                 |        |        |        |    |              |    |               |       |            |      |
| 1015              | 0.30   | 1300 | R  | From  | SR 39         |                 |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-750        |                 |        |        |        |    |              |    |               |       |            |      |
| 1016              | 0.12   | 60   | R  | From  | Dead End      |                 |        |        |        | NA |              |    | NA            |       | 07/30/2001 |      |
|                   |        |      |    | To    | 81-1014       |                 |        |        |        |    |              |    |               |       |            |      |
| 1017              | 0.15   | NA   |    | From  | Cul-de-Sac/   |                 |        |        |        | NA |              |    | NA            |       |            |      |
|                   |        |      |    | To    | US-00011(B)/  |                 |        |        |        |    |              |    |               |       |            |      |
| 1018              | 0.08   | NA   |    | From  | Cul-de-Sac/   |                 |        |        |        | NA |              |    | NA            |       |            |      |
|                   |        |      |    | To    | 81-01017(B)/  |                 |        |        |        |    |              |    |               |       |            |      |
| 1020              | 0.07   | 250  | R  | From  | 81-1021       |                 |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-645        |                 |        |        |        |    |              |    |               |       |            |      |
| 1021              | 0.11   | 80   | R  | From  | 81-1020       |                 |        |        |        | NA |              |    | NA            |       | 08/16/2001 |      |
|                   |        |      |    | To    | 81-1022       |                 |        |        |        |    |              |    |               |       |            |      |
| 1021              | 0.11   | 140  | R  | From  | 81-1022       |                 |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | Cul-de-Sac    |                 |        |        |        |    |              |    |               |       |            |      |
| 1022              | 0.09   | 100  | R  | From  | 81-1021       |                 |        |        |        | NA |              |    | NA            |       | 08/16/2001 |      |
|                   |        |      |    | To    | 81-645        |                 |        |        |        |    |              |    |               |       |            |      |
| 1025              | 0.22   | 80   | R  | From  | US 11         |                 |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | Cul-de-Sac    |                 |        |        |        |    |              |    |               |       |            |      |
| 1030              | 0.20   | 180  | R  | From  | 81-1034       |                 |        |        |        | NA |              |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To    | 81-1032       |                 |        |        |        |    |              |    |               |       |            |      |
| 1030              | 0.14   | 370  | R  | From  | 81-1032       |                 |        |        |        | NA |              |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To    | 81-1031       |                 |        |        |        |    |              |    |               |       |            |      |
| 1030              | 0.06   | 700  | R  | From  | 81-1031       |                 |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-789        |                 |        |        |        |    |              |    |               |       |            |      |
| 1031              | 0.05   | 30   | R  | From  | Cul-de-Sac    |                 |        |        |        | NA |              |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To    | 81-1030       |                 |        |        |        |    |              |    |               |       |            |      |
| 1032              | 0.16   | 180  | R  | From  | Cul-de-Sac    |                 |        |        |        | NA |              |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To    | 81-1030       |                 |        |        |        |    |              |    |               |       |            |      |
| 1033              | 0.08   | 110  | R  | From  | Cul-de-Sac    |                 |        |        |        | NA |              |    | NA            |       | 08/02/2001 |      |
|                   |        |      |    | To    | 81-1032       |                 |        |        |        |    |              |    |               |       |            |      |
| 1034              | 0.20   | 80   | R  | From  | Cul-de-Sac    |                 |        |        |        | NA |              |    | NA            |       | 1998       |      |
|                   |        |      |    | To    | 81-1030       |                 |        |        |        |    |              |    |               |       |            |      |
| 1040              | 0.13   | 45   | R  | From  | Cul-de-Sac    |                 |        |        |        | NA |              |    | NA            |       | 07/16/2001 |      |
|                   |        |      |    | To    | 81-699        |                 |        |        |        |    |              |    |               |       |            |      |

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| Route             | Length | AADT | QA | 4Tire | Bus  | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|--|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |  | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Rockbridge County |        |      |    |       |  |                 |        |        |        |    |              |    |               |       |    |            |
| (1042)            | 0.04   | 370  | R  | From  | 81-631                                       |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1042)            | 0.21   | 260  | R  | To    | 81-1043                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1042)            | 0.25   | 140  | R  | From  | 81-1044                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1042)            |        |      |    | To    | TIFFANY DRIVE                                |                 |        |        |        |    |              |    |               |       |    |            |
| (1043)            | 0.05   | 70   | R  | From  | Cul-de-Sac                                   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1043)            |        |      |    | To    | 81-1042                                      |                 |        |        |        |    |              |    |               |       |    |            |
| (1044)            | 0.15   | 50   | R  | From  | Cul-de-Sac                                   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1044)            |        |      |    | To    | 81-1042                                      |                 |        |        |        |    |              |    |               |       |    |            |
| (1049)            | 0.45   | 40   | R  | From  | Dead End                                     |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
| (1049)            |        |      |    | To    | 81-608                                       |                 |        |        |        |    |              |    |               |       |    |            |
| Town of Glasgow   |        |      |    |       |  |                 |        |        |        |    |              |    |               |       |    |            |
| (1101)            | 0.06   | 300  | R  | From  | 81-783                                       |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1101)            | 0.06   | 480  | R  | To    | 81-1107                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1101)            | 0.12   | 1000 | R  | From  | 81-1106                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1101)            | 0.06   | 500  | R  | To    | 81-1115                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1101)            | 0.06   | 60   | R  | From  | 81-1105                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1101)            |        |      |    | To    | 81-1104                                      |                 |        |        |        |    |              |    |               |       |    |            |
| (1102)            | 0.05   | 70   | R  | From  | 81-1109                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1102)            | 0.06   | 440  | R  | To    | 81-1108                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1102)            | 0.06   | 150  | R  | From  | 81-783                                       |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1102)            | 0.06   | 80   | R  | To    | 81-1107                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1102)            | 0.06   | 90   | R  | From  | 81-1106 Gap Terminus<br>81-1119 Gap Terminus |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1102)            | 0.06   | 180  | R  | To    | 81-1115                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1102)            | 0.06   | 350  | R  | From  | 81-1105                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1102)            |        |      |    | To    | 81-1104                                      |                 |        |        |        |    |              |    |               |       |    |            |
| (1103)            | 0.10   | 470  | R  | From  | SR 130                                       |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1103)            | 0.05   | 360  | R  | To    | 81-1109                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1103)            |        |      |    | To    | 81-1108 Gap Terminus                         |                 |        |        |        |    |              |    |               |       |    |            |
| (1104)            | 0.04   | 440  | R  | From  | 81-684                                       |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1104)            | 0.12   | 60   | R  | To    | 81-1102                                      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1104)            |        |      |    | To    | 81-1101                                      |                 |        |        |        |    |              |    |               |       |    |            |

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| Route           | Length | AADT | QA | 4Tire | Bus                  | -----Truck----- |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year       |
|-----------------|--------|------|----|-------|----------------------|-----------------|--------|--------|--------|----|-----------|----|------------|-------|----|------------|
|                 |        |      |    |       |                      | 2Axle           | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |            |
| Town of Glasgow |        |      |    |       |                      |                 |        |        |        |    |           |    |            |       |    |            |
| (1104)          | 0.13   | 70   | R  | From  | 81-1101              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (1104)          | 0.13   | 70   | R  | To    | 81-1120              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (1104)          | 0.20   | 20   | R  | From  | 81-1117              |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                 |        |      |    | To    | Dead End             |                 |        |        |        |    |           |    |            |       |    |            |
| (1105)          | 0.12   | 190  | R  | From  | 81-1102              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (1105)          | 0.13   | 380  | R  | To    | 81-1101              |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1105)          | 0.12   | 460  | R  | From  | 81-1120              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (1105)          | 0.11   | 580  | R  | To    | 81-1117              |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1105)          | 0.10   | 760  | R  | From  | 81-1116              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/16/2001 |
| (1105)          | 0.02   | 140  | R  | To    | 81-679 SOUTH         |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1105)          | 0.12   | 60   | R  | From  | 81-679 NORTH         |                 |        |        |        |    | NA        |    |            | NA    |    | 07/16/2001 |
|                 |        |      |    | To    | FIRST STREET         |                 |        |        |        |    |           |    |            |       |    |            |
| (1106)          | 0.13   | 790  | R  | From  | 81-684               |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1106)          | 0.12   | 730  | R  | To    | 81-1102              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
|                 |        |      |    | To    | 81-1101              |                 |        |        |        |    |           |    |            |       |    |            |
| (1107)          | 0.10   | 60   | R  | From  | 81-1114              |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1107)          | 0.17   | 180  | R  | To    | 81-784               |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (1107)          | 0.14   | 460  | R  | From  | 81-684               |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1107)          | 0.12   | 210  | R  | To    | 81-1102              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
|                 |        |      |    | To    | 81-1101              |                 |        |        |        |    |           |    |            |       |    |            |
| (1108)          | 0.24   | 190  | R  | From  | Dead End             |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1108)          | 0.12   | 260  | R  | To    | 81-1113              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (1108)          | 0.12   | 220  | R  | From  | 81-1112              |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
| (1108)          | 0.13   | 270  | R  | To    | 81-1114              |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
| (1108)          | 0.19   | 200  | R  | From  | 81-784               |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |
|                 |        |      |    | To    | 81-684 Gap Terminus  |                 |        |        |        |    |           |    |            |       |    |            |
| (1108)          | 0.12   | 390  | R  | From  | 81-1103 Gap Terminus |                 |        |        |        |    | NA        |    |            | NA    |    | 07/12/2001 |
|                 |        |      |    | To    | 81-1102              |                 |        |        |        |    |           |    |            |       |    |            |
| (1108)          | 0.12   | 120  | R  | To    | Dead End             |                 |        |        |        |    | NA        |    |            | NA    |    | 1998       |

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| Route           | Length | AADT | QA | 4Tire | Bus                    | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-----------------|--------|------|----|-------|------------------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                 |        |      |    |       |                        | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Town of Glasgow |        |      |    |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
| (1109)          | 0.12   | 80   | R  | From  | 81-1103                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1109)          | 0.08   | 80   | R  | To    | 81-1102                |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                 |        |      |    | From  |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1112                |                 |        |        |        |    | NA           |    |               | NA    |    | 1986       |
| (1110)          | 0.25   | 220  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-784                 |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1112                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1111)          | 0.25   | 100  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-784                 |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | Dead End               |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1112)          | 0.03   | 60   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1111 Gap Terminus   |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1110 Gap Terminus   |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1112)          | 0.07   | 180  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | SR 130 Gap Terminus    |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1108 Gap Terminus   |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1112)          | 0.07   | 100  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-783                 |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | SR 130                 |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1113)          | 0.08   | 110  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1108                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 1986       |
| (1113)          | 0.02   | 40   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1108                |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1114)          | 0.05   | 60   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-783                 |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1114)          | 0.06   | 70   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1107                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1102                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1115)          | 0.12   | 140  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1101                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1115)          | 0.25   | 500  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1117                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
| (1115)          | 0.09   | 240  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1116                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1115)          | 0.06   | 48   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | Dead End; Gap Terminus |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-679 Gap Terminus    |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
| (1115)          | 0.12   | 70   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | Dead End               |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1115                |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1116)          | 0.07   | 210  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1105                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1115                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/16/2001 |
| (1117)          | 0.07   | 260  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1105                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  |                        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
| (1117)          | 0.06   | 50   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1104                |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-826                 |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1118)          | 0.05   | 40   | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | Cul-de-Sac             |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | From  | 81-1102                |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
| (1119)          | 0.13   | 100  | R  |       |                        |                 |        |        |        |    |              |    |               |       |    |            |
|                 |        |      |    | To    | 81-1101                |                 |        |        |        |    |              |    |               |       |    |            |

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| Route             | Length | AADT | QA | 4Tire | Bus             | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year       |
|-------------------|--------|------|----|-------|-----------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------------|
|                   |        |      |    |       |                 | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |            |
| Town of Glasgow   |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |    |            |
| (1120)            | 0.06   | 10   | R  | From: | 81-1105         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-1104         |                 |        |        |        |    |              |    |               |       |    |            |
| Rockbridge Countv |        |      |    |       |                 |                 |        |        |        |    |              |    |               |       |    |            |
| (1125)            | 0.39   | 160  | R  | From: | 81-631          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | Cul-de-Sac      |                 |        |        |        |    |              |    |               |       |    |            |
| (1126)            | 0.03   | 20   | R  | From: | Cul-de-Sac      |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-1125         |                 |        |        |        |    |              |    |               |       |    |            |
| (1204)            | 0.09   | 20   | R  | From: | Dead End        |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | SCL BUENA VISTA |                 |        |        |        |    |              |    |               |       |    |            |
| (1301)            | 0.08   | 20   | R  | From: | Dead End        |                 |        |        |        |    | NA           |    |               | NA    |    | 08/30/2001 |
|                   |        |      |    | To:   | US 11           |                 |        |        |        |    |              |    |               |       |    |            |
| (1302)            | 0.25   | 90   | R  | From: | 81-710          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | FR-235          |                 |        |        |        |    |              |    |               |       |    |            |
| (1303)            | 0.25   | 150  | R  | From: | Dead End        |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | US 11; 81-710   |                 |        |        |        |    |              |    |               |       |    |            |
| (1304)            | 0.25   | 240  | R  | From: | SR 130          |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (1305)            | 0.10   | 60   | R  | From: | 81-717          |                 |        |        |        |    | NA           |    |               | NA    |    | 08/16/2001 |
|                   |        |      |    | To:   | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (1401)            | 0.06   | 160  | R  | From: | 81-1402         |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | US 60; 81-608   |                 |        |        |        |    |              |    |               |       |    |            |
| (1402)            | 0.23   | 100  | R  | From: | 81-1401 WEST    |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 0.23 MS 81-1401 |                 |        |        |        |    |              |    |               |       |    |            |
| (1402)            | 0.30   | 110  | R  | From: |                 |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | US 60; 81-608   |                 |        |        |        |    |              |    |               |       |    |            |
| (1405)            | 0.15   | 160  | R  | From: | 81-608          |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | 81-1406         |                 |        |        |        |    |              |    |               |       |    |            |
| (1405)            | 0.17   | 80   | R  | From: |                 |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |
| (1406)            | 0.08   | 60   | R  | From: | Cul-de-Sac      |                 |        |        |        |    | NA           |    |               | NA    |    | 07/12/2001 |
|                   |        |      |    | To:   | 81-1405         |                 |        |        |        |    |              |    |               |       |    |            |
| (1501)            | 0.22   | 750  | R  | From: | US 60           |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-1502         |                 |        |        |        |    |              |    |               |       |    |            |
| (1501)            | 0.36   | 280  | R  | From: |                 |                 |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
|                   |        |      |    | To:   | 81-1512         |                 |        |        |        |    |              |    |               |       |    |            |
| (1501)            | 0.28   | 160  | R  | From: |                 |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | 81-665          |                 |        |        |        |    |              |    |               |       |    |            |
| (1502)            | 0.24   | 280  | R  | From: | 81-1501         |                 |        |        |        |    | NA           |    |               | NA    |    | 08/02/2001 |
|                   |        |      |    | To:   | 81-1503         |                 |        |        |        |    |              |    |               |       |    |            |
| (1502)            | 0.06   | 46   | R  | From: |                 |                 |        |        |        |    | NA           |    |               | NA    |    | 1998       |
|                   |        |      |    | To:   | Dead End        |                 |        |        |        |    |              |    |               |       |    |            |

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| Route               | Length         | AADT | QA   | 4Tire | Bus                 | -----Truck-----        |        |        |        | QC | Peak Hour | QK    | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------|----------------|------|------|-------|---------------------|------------------------|--------|--------|--------|----|-----------|-------|------------|-------|------|------------|------|
|                     |                |      |      |       |                     | 2Axle                  | 3+Axle | 1Trail | 2Trail |    |           |       |            |       |      |            |      |
| Rockbridge County   |                |      |      |       |                     |                        |        |        |        |    |           |       |            |       |      |            |      |
| (1503)              | 0.05           | 60   | R    | From  | Cul-de-Sac          |                        |        |        |        |    | NA        |       |            | NA    |      | 08/02/2001 |      |
|                     |                |      |      | To    | 81-1504             |                        |        |        |        |    |           |       |            |       |      |            |      |
| (1503)              | 0.12           | 130  | R    | From  |                     |                        |        |        |        |    | NA        |       |            | NA    |      | 1998       |      |
|                     |                |      |      | To    | 81-1502             |                        |        |        |        |    |           |       |            |       |      |            |      |
| (1504)              | 0.11           | 90   | R    | From  | Cul-de-Sac          |                        |        |        |        |    | NA        |       |            | NA    |      | 08/02/2001 |      |
|                     |                |      |      | To    | 81-1503             |                        |        |        |        |    |           |       |            |       |      |            |      |
| (1507)              | 0.14           | 40   | R    | From  | US 60               |                        |        |        |        |    | NA        |       |            | NA    |      | 1998       |      |
|                     |                |      |      | To    | Cul-de-Sac          |                        |        |        |        |    |           |       |            |       |      |            |      |
| (1510)              | 0.09           | 10   | R    | From  | Dead End            |                        |        |        |        |    | NA        |       |            | NA    |      | 08/02/2001 |      |
|                     |                |      |      | To    | 81-828              |                        |        |        |        |    |           |       |            |       |      |            |      |
| (1512)              | 0.15           | 70   | R    | From  | 81-1501             |                        |        |        |        |    | NA        |       |            | NA    |      | 08/02/2001 |      |
|                     |                |      |      | To    | Cul-de-Sac          |                        |        |        |        |    |           |       |            |       |      |            |      |
| (1513)              | 0.13           | 50   | R    | From  | Cul-de-Sac          |                        |        |        |        |    | NA        |       |            | NA    |      | 08/02/2001 |      |
|                     |                |      |      | To    | 81-1501             |                        |        |        |        |    |           |       |            |       |      |            |      |
| Town of Goshen      |                |      |      |       |                     |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9361)              | 0.05           | 80   | R    | From  | SR 39               |                        |        |        |        |    | NA        |       |            | NA    |      | 1986       |      |
|                     |                |      |      | To    | SR 39               |                        |        |        |        |    |           |       |            |       |      |            |      |
| Rockbridge County   |                |      |      |       |                     |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9362)              | 0.04           | 630  | R    | From  | FAIRFIELD ELEM SCH  |                        |        |        |        |    | NA        |       |            | NA    |      | 08/30/2001 |      |
|                     |                |      |      | To    | US 11               |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9363)              | 0.06           | 370  | R    | From  | EFFINGER ELEM SCH   |                        |        |        |        |    | NA        |       |            | NA    |      | 08/30/2001 |      |
|                     |                |      |      | To    | SR 251              |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9364)              | 0.57           | 2900 | R    | From  | 81-681              |                        |        |        |        |    | NA        |       |            | NA    |      | 1995       |      |
|                     |                |      |      | To    | FR-739              |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9365)              | 0.10           | 30   | R    | From  | 81-762              |                        |        |        |        |    | NA        |       |            | NA    |      | 1995       |      |
|                     |                |      |      | To    | BROWNSBURG MID SCH  |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9516)              | 0.05           | 230  | R    | From  | 81-631              |                        |        |        |        |    | NA        |       |            | NA    |      | 08/30/2001 |      |
|                     |                |      |      | To    | MOUNTAINVIEW EL SCH |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9654)              | 0.06           | 50   | R    | From  | 81-774              |                        |        |        |        |    | NA        |       |            | NA    |      | 08/30/2001 |      |
|                     |                |      |      | To    | NATURAL BR ELEM SCH |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9714)              | 0.10           | 70   | R    | From  | HIGHLAND ELEM SCH   |                        |        |        |        |    | NA        |       |            | NA    |      | 08/30/2001 |      |
|                     |                |      |      | To    | 81-631              |                        |        |        |        |    |           |       |            |       |      |            |      |
| (9801)              | 0.18           | 510  | R    | From  | 81-717              |                        |        |        |        |    | NA        |       |            | NA    |      | 08/30/2001 |      |
|                     |                |      |      | To    | ROCKBRIDGE MID SCH  |                        |        |        |        |    |           |       |            |       |      |            |      |
| City of Buena Vista |                |      |      |       |                     |                        |        |        |        |    |           |       |            |       |      |            |      |
| (103)1              | Catalpa Ave    | 0.31 | NA   | From  | US 60               |                        |        |        |        |    | NA        |       |            | NA    |      |            |      |
|                     |                |      |      | To    | 103-3350; 34Th St   |                        |        |        |        |    |           |       |            |       |      |            |      |
| (103)3350           | Rockbridge Ave | 0.49 | 2300 | G     | 96%                 | 0%                     | 1%     | 2%     | 1%     | 0% | C         | 0.097 | F          | 0.504 | 2400 | G          | 2002 |
|                     |                |      |      |       | To                  | 29Th St<br>Catalpa Ave |        |        |        |    |           |       |            |       |      |            |      |



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| Route   | Length | AADT | QA | 4Tire | Bus             | -----Truck----- |        |        |        | QC    | Peak<br>Hour | QK    | Dir<br>Factor | AAWDT | QW   | Year |
|---|--------|------|----|-------|-----------------|-----------------|--------|--------|--------|-------|--------------|-------|---------------|-------|------|------|
|   |        |      |    |       |                 | 2Axle           | 3+Axle | 1Trail | 2Trail |       |              |       |               |       |      |      |
| City of Buena Vista                                     |        |      |    |       |                 |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3350</div><div>103</div></div> Catalpa Ave    | 0.45   | 3500 | G  | From: | Rockbridge Ave  |                 |        |        | C      | 0.098 | F            | 0.646 | 3600          | G     | 2002 |      |
|   |        |      |    | To:   | Longhollow Rd   |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3351</div><div>103</div></div> Long Hallow Rd | 1.02   | 1600 | G  | From: | Lexington Ave   |                 |        |        | C      | 0.096 | F            | 0.586 | 1700          | G     | 2002 |      |
|   |        |      |    | To:   | NCL Buena Vista |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3353</div><div>103</div></div> 17th St        | 0.43   | 1700 | G  | From: | Magnolia Ave    |                 |        |        | C      | 0.095 | F            | 0.567 | 1700          | G     | 2002 |      |
|   |        |      |    | To:   | Cedar Ave       |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3354</div><div>103</div></div> Maple Ave      | 1.04   | 300  | G  | From: | 13Th St         |                 |        |        | C      | 0.125 | F            | 0.525 | 310           | G     | 2002 |      |
|   |        |      |    | To:   | 25 Half St      |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3354</div><div>103</div></div> Walnut Ave     | 0.34   | 630  | G  | From: | Ridge Ave       |                 |        |        | F      | 0.101 | F            | 0.508 | 660           | G     | 2002 |      |
|   |        |      |    | To:   | Walnut Ave      |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3354</div><div>103</div></div> Ridge Ave      | 0.28   | 1100 | G  | From: | 29Th St         |                 |        |        | C      | 0.117 | F            | 0.713 | 1100          | G     | 2002 |      |
|   |        |      |    | To:   |                 |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3355</div><div>103</div></div> E 24Th St      | 0.43   | 1100 | G  | From: | Magnolia Ave    |                 |        |        | C      | 0.112 | F            | 0.628 | 1100          | G     | 2002 |      |
|   |        |      |    | To:   | Cedar Ave       |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3356</div><div>103</div></div> Cedar Ave      | 0.96   | 450  | G  | From: | 13Th St         |                 |        |        | C      | 0.110 | F            | 0.58  | 460           | G     | 2002 |      |
|   |        |      |    | To:   | 24Th St         |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3357</div><div>103</div></div> E 21St Street  | 0.43   | 1100 | G  | From: | Magnolia Ave    |                 |        |        | C      | 0.121 | F            | 0.569 | 1100          | G     | 2002 |      |
|   |        |      |    | To:   | Cedar Ave       |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3359</div><div>103</div></div> 13th St        | 0.47   | 1900 | G  | From: | Magnolia Ave    |                 |        |        | C      | 0.103 | F            | 0.601 | 1900          | G     | 2002 |      |
|   |        |      |    | To:   | Cedar Ave       |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>3360</div><div>103</div></div> 10th St        | 1.28   | 2200 | G  | From: | WCL Buena Vista |                 |        |        | C      | 0.108 | F            | 0.554 | 2300          | G     | 2002 |      |
|   |        |      |    | To:   | Magnolia Ave    |                 |        |        |        |       |              |       |               |       |      |      |
| City of Lexington                                       |        |      |    |       |                 |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>1</div><div>117</div></div> Diamond St        | 0.36   | 1500 | G  | From: | Lewis St        |                 |        |        | C      | 0.144 | F            | 0.556 | 1500          | G     | 2002 |      |
|   |        |      |    | To:   | Main St         |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>2</div><div>117</div></div> Lee St            | 0.08   | 2000 | G  | From: | Nelson St       |                 |        |        | C      | 0.106 | F            | 0.604 | 2000          | G     | 2002 |      |
|   |        |      |    | To:   | Washington St   |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>4251</div><div>117</div></div> Thornhill Rd   | 0.38   | 2100 | G  | From: | Link Rd         |                 |        |        | C      | 0.099 | F            | 0.639 | 2100          | G     | 2002 |      |
|   |        |      |    | To:   | Main St         |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>4252</div><div>117</div></div> Enfield Rd     | 0.43   | 1300 | G  | From: | WCL Lexington   |                 |        |        | F      | 0.103 | F            | 0.595 | 1300          | G     | 2002 |      |
|   |        |      |    | To:   | Lime Kiln Rd    |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>4252</div><div>117</div></div> Lime Kiln Rd   | 0.32   | 1800 | G  | From: | Enfield Rd      |                 |        |        | C      | 0.100 | F            | 0.775 | 1900          | G     | 2002 |      |
|   |        |      |    | To:   | McLaughlin St   |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>4254</div><div>117</div></div> Ross Rd        | 0.31   | 900  | G  | From: | WCL Lexington   |                 |        |        | F      | 0.114 | F            | 0.648 | 940           | G     | 2002 |      |
|   |        |      |    | To:   | Jackson Ave     |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>4254</div><div>117</div></div> Jackson Ave    | 0.27   | 2000 | G  | From: | Ross Rd         |                 |        |        | C      | 0.127 | F            | 0.878 | 2100          | G     | 2002 |      |
|   |        |      |    | To:   | White St        |                 |        |        |        |       |              |       |               |       |      |      |
| <div><div>4255</div><div>117</div></div> Houston St     | 0.40   | 2200 | G  | From: | SCL Lexington   |                 |        |        | C      | 0.103 | F            | 0.554 | 2300          | G     | 2002 |      |
|   |        |      |    | To:   | Taylor St       |                 |        |        |        |       |              |       |               |       |      |      |

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| Route                          | Length        | AADT | QA   | 4Tire | Bus  | Truck         |        |        |        | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
|--------------------------------|---------------|------|------|-------|------|---------------|--------|--------|--------|----|-----------|----|------------|-------|----|------|
|                                |               |      |      |       |      | 2Axle         | 3+Axle | 1Trail | 2Trail |    |           |    |            |       |    |      |
| City of Lexington              |               |      |      |       |      |               |        |        |        |    |           |    |            |       |    |      |
| <div>4255</div> <div>117</div> | Houston St    | 0.15 | 2400 | G     | From | Taylor St     |        |        |        | F  | 0.096     | F  | 0.529      | 2500  | G  | 2002 |
|                                |               |      |      |       | To   | Main St       |        |        |        |    |           |    |            |       |    |      |
| <div>4256</div> <div>117</div> | McDowell St   | 0.05 | 590  | G     | From | Main St       |        |        |        | C  | 0.141     | F  | 0.816      | 620   | G  | 2002 |
|                                |               |      |      |       | To   | Jefferson St  |        |        |        |    |           |    |            |       |    |      |
| <div>4257</div> <div>117</div> | Walker St     | 0.40 | 2500 | G     | From | Houston St    |        |        |        | C  | 0.104     | F  | 0.517      | 2600  | G  | 2002 |
|                                |               |      |      |       | To   | Nelson St     |        |        |        |    |           |    |            |       |    |      |
| <div>4258</div> <div>117</div> | Preston St    | 0.05 | 1900 | G     | From | Main St       |        |        |        | C  | 0.104     | F  | 0.549      | 2000  | G  | 2002 |
|                                |               |      |      |       | To   | Jefferson St  |        |        |        |    |           |    |            |       |    |      |
| <div>4260</div> <div>117</div> | Henry St      | 0.05 | 1200 | G     | From | Main St       |        |        |        | C  | 0.093     | F  | 0.536      | 1200  | G  | 2002 |
|                                |               |      |      |       | To   | Jefferson St  |        |        |        |    |           |    |            |       |    |      |
| <div>4261</div> <div>117</div> | Lewis St      | 0.08 | 3500 | G     | From | Nelson St     |        |        |        | C  | 0.101     | F  | 0.508      | 3700  | G  | 2002 |
|                                |               |      |      |       | To   | Washington St |        |        |        |    |           |    |            |       |    |      |
| <div>4261</div> <div>117</div> | Washington St | 0.30 | 3800 | G     | From | Lewis St      |        |        |        | F  | 0.091     | F  | 0.503      | 3900  | G  | 2002 |
|                                |               |      |      |       | To   | Main St       |        |        |        |    |           |    |            |       |    |      |
| <div>4261</div> <div>117</div> | Washington St | 0.06 | 4800 | G     | From | Main St       |        |        |        | F  | 0.088     | F  | 0.517      | 5000  | G  | 2002 |
|                                |               |      |      |       | To   | Jefferson St  |        |        |        |    |           |    |            |       |    |      |
| <div>4261</div> <div>117</div> | Washington St | 0.06 | 5300 | G     | From | Jefferson St  |        |        |        | F  | 0.089     | F  | 0.565      | 5500  | G  | 2002 |
|                                |               |      |      |       | To   | Lee St        |        |        |        |    |           |    |            |       |    |      |
| <div>4261</div> <div>117</div> | Washington St | 0.21 | 4300 | G     | From | Lee St        |        |        |        | F  | 0.088     | F  | 0.567      | 4500  | G  | 2002 |
|                                |               |      |      |       | To   | Nelson St     |        |        |        |    |           |    |            |       |    |      |
| <div>4262</div> <div>117</div> | Borden Rd     | 0.34 | 720  | G     | From | WCL Lexington |        |        |        | C  | 0.11      | F  | 0.667      | 750   | G  | 2002 |
|                                |               |      |      |       | To   | Nelson St     |        |        |        |    |           |    |            |       |    |      |
| <div>4263</div> <div>117</div> | Lewis St      | 0.33 | 1300 | G     | From | Washington St |        |        |        | C  | 0.133     | F  | 0.511      | 1400  | G  | 2002 |
|                                |               |      |      |       | To   | Diamond St    |        |        |        |    |           |    |            |       |    |      |
| <div>4266</div> <div>117</div> | Spottswood Dr | 0.40 | 2200 | G     | From | Houston St    |        |        |        | C  | 0.099     | F  | 0.5        | 2300  | G  | 2002 |
|                                |               |      |      |       | To   | Nelson St     |        |        |        |    |           |    |            |       |    |      |
| <div>4267</div> <div>117</div> | White St      | 0.18 | 900  | G     | From | Jefferson St  |        |        |        | F  | 0.129     | F  |            | 940   | G  | 2002 |
|                                |               |      |      |       | To   | McLaughlin St |        |        |        |    |           |    |            |       |    |      |
| <div>4267</div> <div>117</div> | McLaughlin St | 0.28 | 2000 | G     | From | White St      |        |        |        | C  | 0.097     | F  | 0.579      | 2000  | G  | 2002 |
|                                |               |      |      |       | To   | Glasgow St    |        |        |        |    |           |    |            |       |    |      |
| <div>4267</div> <div>117</div> | Glasgow St    | 0.06 | 1100 | G     | From | McLaughlin St |        |        |        | C  | 0.098     | F  | 0.537      | 1200  | G  | 2002 |
|                                |               |      |      |       | To   | Nelson St     |        |        |        |    |           |    |            |       |    |      |
|                                | 20th St       |      | 440  | G     | From | Sycamore Ave  |        |        |        |    | 0.107     | F  |            | 460   | G  | 2002 |
|                                |               |      |      |       | To   | Cedar Ave     |        |        |        |    |           |    |            |       |    |      |
|                                | 25 1/2 St     |      | 660  | G     | From | Maple Ave     |        |        |        |    | 0.117     | F  |            | 690   | G  | 2002 |
|                                |               |      |      |       | To   | Walnut Ave    |        |        |        |    |           |    |            |       |    |      |
|                                | 38th St       |      | 500  | G     | From | Lombardy Ave  |        |        |        |    | 0.117     | F  |            | 520   | G  | 2002 |
|                                |               |      |      |       | To   | Catalpa Ave   |        |        |        |    |           |    |            |       |    |      |
|                                | 4th St        |      | 450  | G     | From | Linden Ave    |        |        |        |    | 0.111     | F  |            | 470   | G  | 2002 |
|                                |               |      |      |       | To   | Sycamore Ave  |        |        |        |    |           |    |            |       |    |      |

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| Route         | Length | AADT | QA | 4Tire | Bus           | -----Truck----- |        |        |        | QC | Peak<br>Hour | QK | Dir<br>Factor | AAWDT | QW | Year |
|---------------|--------|------|----|-------|---------------|-----------------|--------|--------|--------|----|--------------|----|---------------|-------|----|------|
|               |        |      |    |       |               | 2Axle           | 3+Axle | 1Trail | 2Trail |    |              |    |               |       |    |      |
| Spruce Ave    |        | 80   | G  | From: | 23Rd St       |                 |        |        |        |    | 0.108        | F  |               | 80    | G  | 2002 |
|               |        |      |    | To:   | 24Th St       |                 |        |        |        |    |              |    |               |       |    |      |
| Edmondson Ave |        | 200  | G  | From: | Jackson Ave   |                 |        |        |        |    | 0.153        | F  | 0.559         | 200   | G  | 2002 |
|               |        |      |    | To:   | Main St       |                 |        |        |        |    |              |    |               |       |    |      |
| Taylor St     |        | 1400 | G  | From: | Wallace St    |                 |        |        |        |    | 0.104        | F  | 0.528         | 1500  | G  | 2002 |
|               |        |      |    | To:   | Houston St    |                 |        |        |        |    |              |    |               |       |    |      |
| Tucker St     |        | 240  | G  | From: | Washington St |                 |        |        |        |    | 0.104        | F  |               | 250   | G  | 2002 |
|               |        |      |    | To:   | Massie St     |                 |        |        |        |    |              |    |               |       |    |      |